

# CAMEO



The Journal of the West Africa Study Circle



VOLUME 10 NUMBER 2  
WHOLE NUMBER 71

JUNE 2007

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# Editorial

As promised, this issue contains a great deal more variety of twentieth and even twenty-first century material, including for the first time reviews of two specialist websites in the Bookshelf section, which I have renamed "Sources" as a result. I think the aerogrammes website is particularly exciting as it allows a large slice of previously unpublished research into modern postal stationery to be placed in the public domain, in a format which can be quickly enhanced as new discoveries are made. I hope we can replicate the West African sections on the WASC website as well.

I commend Hans Peter Hauschild's article in this issue for the discovery of recent new stamp issues from Cameroun. In this age of instant electronic communication it is surprising how difficult it can be to find out what the postal service is issuing to its populace for day to day use on letters!

The publication dates for the three issues of Cameo have been unevenly spread through this year, so that the auction catalogues can be prepared in time to be inserted with these first two issues of the year. This has now become the norm. so, the next issue of Cameo will be prepared by Barry Burns, and will be published at around the time of the conference, with a shortened lead-time following this issue. Please keep the articles and letters flowing during this summer, to either of us. I have some material left over from this issue to pass to Barry, including three more articles that need to be illustrated in colour. Even with 8 pages of colour editorial this time, articles regarding Biafra, Liberia and modern Cameroun have had to be held back and I apologise to those authors for the continuing delay in publishing their work.

I can accept typed or hand-written articles by post, or text and illustrations as electronic files by e-mail, or by CD-ROM through the post. Barry is about to set up his Broadband, but at present it is preferable to send any large electronic files to him on CD-ROM. I prefer text in Word and illustrations as .pdf or .jpeg, whilst 300 dpi is sufficient to for us publish clear images.

Rob May

## Editorial Policy

The editors have the final say over content in Cameo in the interests of balance and relevance to the readership. Space in each Cameo may be limited as compared with the volume of material submitted by all the authors. The editors retain discretion over punctuation, spelling, grammar, use of colour for illustrations and whether to reduce the size of illustrations to fit the space available, but should not change wording, delete text or delete illustrations without full knowledge and permission of the author. If the editors consider amendment or deletion of text or removal of illustrations to be necessary they will discuss it with contributors. If contributors are then unhappy with proposed changes they can withdraw their items.

Rob May/Barry Burns



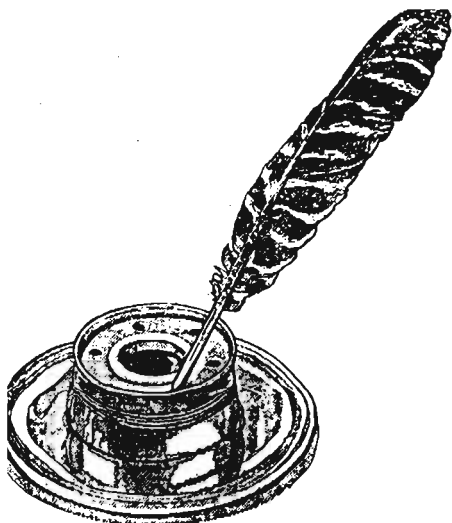
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Printed in England on archival quality paper to ISO9706 by Armstrong Press, Southampton.

**Scope** : The West Africa Study Circle studies the postage stamps and postal history of The Gambia, Gold Coast/ Ghana, the Nigerias, Sierra Leone, Camerouns & Togo together with the islands of St. Helena, Ascension, Tristan da Cunha & Gough and the British Postal Agencies in Madeira, Tenerife, St. Vincent and Fernando Po.

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<b>Advertising Rates</b> : Black & White	Full page	£45	Half page	£27.50
	Colour	Full page	£90	Half page



## 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 & Barry Burns*



### 1824 Patrol in Sierra Leone

Dear Mr May

Many thanks for a copy of the January 2007 issue of Cameo. I enjoyed re-reading Governor Turner's despatches which I originally read some 50 years ago and now have only in note form. He had lost an arm in the Peninsular War and was, as you can see, anxious to start another.

He may have been lucky to have died when he did, before receiving any letters from the Colonial Office and War Office for endangering soldiers' lives in an unauthorised campaign.

I think Rendall subsequently became Governor of the Gambia. If so, he will be in Sir John Gray's *History of the Gambia*, 1939

Best wishes  
Christopher Fyfe

*Editor's notes.*

*Research on the web has provided a list of the Governors of the Gambia showing that a George Rendall was indeed Governor of the Gambia from 1830 to 1837.*

*For students of this period there are also published on the web a fascinating last will and testament, biography and travel journal all relating to Surgeon Brian O'Beirne, linked to George Rendall by a bequest (see [www.obeirnefamily.cwc.net](http://www.obeirnefamily.cwc.net)).*

*O'Beirne had also served in the Peninsular War, joined the 2WIR in 1820, and transferred to the Army Medical Staff on 12 October 1820. The journal relates to an expedition to Teembo, Sierra Leone in 1821. He died on 8 December 1824 of injuries sustained in the First Ashanti War.*

*Rob May*



### The British Library Philatelic Collections!

Dear Barry and Rob

I was interested to see in Philip Beale's report on page 6 of the January 2007 Cameo, that in addition to the listing of philatelic material that Jeremy Martin and John Powell are so splendidly making at the British Library, they are also making one of the philatelic material at the British Museum. Fortunately it will be a very short list indeed! Perhaps you could just place a note of correction in the next number please.

Keep up the good work.

With best wishes

David Beech

*(Ed—done, accepting the kindest correction)*



### Wartime Postal Stationery

Dear Rob,

Further to the letter from Jeremy Martin regarding the use, in West Africa, of the 3d green Forces Registration Envelope, may I draw attention to two further examples used from Gambia. These are both illustrated in the new book *The Postal Markings of the Gambia*, by Stewart Duncan & Oliver Andrew (p125) and are dated 3 May 1942 and 11 September 1944.

My apologies to Jeremy for not replying to his initial request but, for some reason, I had got it into my head that he had already recorded these two at a Salisbury meeting.

Regarding the envelope used in the Gold Coast (Cameo, Vol. 9 No. 5, p270), is the 1946 date confirmed by an arrival datestamp? The year date in the FPO cds looks very much like "45".

Best wishes  
Charles Leonard

 **Gambia Steam Launch Vampire**

Dear Sir,

In 1980 The Gambia issued a 10b stamp depicting the Steam Launch *VAMPIRE*, I am at present writing a thesis on "Steam Launches on Stamps" and, after months of research I have no information at all about this vessel. What I would like to know is,

- a) Where and Year built, who by and what materials were used in her construction.
- b) Detailed measurements
- c) Where she plied her trade and what she carried. Cargo, Passengers etc. etc.
- d) Eventual fate.

Any help you can offer me or if you know of any reading material I could obtain dealing with these points it would be greatly appreciated.

I am Secretary of the "Ship Stamp Society" (A Thematic Philatelic Society that collect Ships on Stamps) and also Editor of our monthly illustrated magazine "Log Book". The society was formed early in 1970 and I took over the Secretary's job at the end of that year.

I look forward to hearing from you in the very near future in anticipation that you may be able to offer me *SOMETHING* about this vessel.

Regards and best wishes  
Tommy Broadley

 **Gambia 1900-1908...**

Dear Sirs,

With reference to Cameo January 2007, page 57, a more precise reference would be:  
"Colonial Post Offices of Today" by Fred J. Melville, p281, The Postage Stamp, v5, no 128, 12 March 1910

Great issue this time!

Gene Fricks  
Blackwood, New Jersey, USA

 **Biafra Airletters**

Dear Rob,

When I prepared my Studies of Biafra, the Official Aerogramme was considered to be a scarce item in its unused state.

These aerogrammes were first issued to Post Offices and used without any adhesive. Later a 2/6d adhesive was added and although I have seen postally used items with the stamp, I never came across an unused version other than the original mint form which was sold for 2/6d.

It was assumed that when the war ended, over 35 years ago, that any stock of postal material could only remain with the Philatelic Agent as local stocks were destroyed or possibly captured by the Nigerians.

In the last few months many of the aerogrammes complete with 2/6d stamp have been offered for sale by Moses Zaccheaus (dealer and Member of the WASC) and it seems strange that so many could come onto the market some 35 years after the end of the conflict. Has a secret hoard been discovered by Moses?

To help keep the historical side accurate perhaps Moses would contribute an article detailing the source of the aerogrammes and how he came into possession of them.

Dudley Prestedge  
Whitstable, Kent

*Ed—I have sent Moses an advance copy of this letter but he has not replied as yet.*

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

- Airmails – Barbara Priddy
- Ascension – Bernard Hughes
- Biafra – Dudley Prestedge
- Cameroons – 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



### Nigeria FPO 46 code letters

Dear Rob,

In the last WASC auction no. 64, I was intrigued to see lot no. 350 described as "FPO 46 A 22 JY 41 Martin & Walton does not record any code letter".

I went to search my FPO 46 postmarks. There are 32 in all; seven with Code A in the postmark, all dated at some time in 1941, and three with a star in the postmark, dated in 1942, 1943 and 1944. The balance of the copies, 22 in number, were without code letter or other marking in the postmark. All of these were dated from 1942 onwards with one exception dated 17 November 1941.

Robert Nelson  
Cashel, Eire



### Gold Coast: the 1875 6d

Dear Rob,

I have just discovered this value, SG 3, with a Cape Coast Castle date-stamp of 14 July 1875. Previously the earliest recorded date of use has been 15 July.

Jeremy Martin  
Salisbury



### Chalmers Correspondence

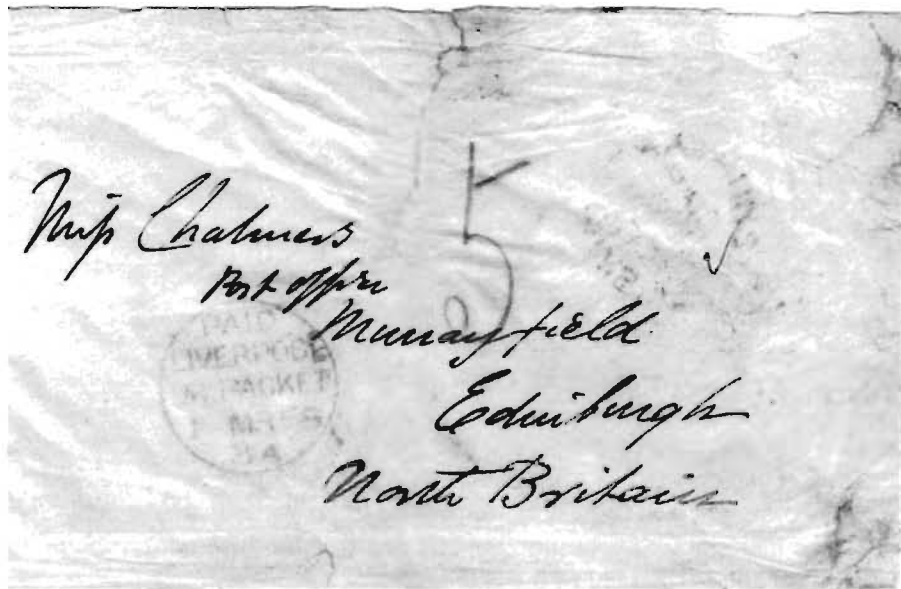
Dear Barry,

I note that Ian Anderson is trying to match envelopes from the Chalmers correspondence to the letters in the Chalmers archive. I have one cover which may be of interest. This was purchased some years ago at Harmers and was part of the collection of Bob Seaman. I enclose scans of both sides (*ed—passed to Ian Anderson, only the front shown here*).

The cover is to Miss Chalmers at Murrayfield and has a weak strike of BATHURST GAMBIA PAID (010.01 of Duncan & Andrew). The date is difficult to read but appears to be FE 11 or perhaps FE 1. There is also a strike of Paid Liverpool BR Packet for 1 MR 68 and on the reverse an arrival mark for Edinburgh on 2 MR 68.

I hope this is of some help and I would be interested to know if any original content can be matched.

John Rose  
Great Billing, Northampton



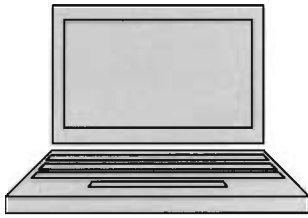
#### Front Cover

Arrival of the train at Noepe, Togo

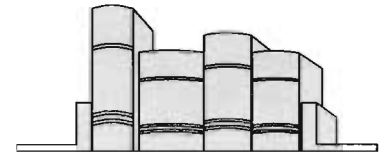
A busy scene illustrated on a postcard  
of about 1914,  
sent in by John Mayne

Access to the internet? Then please  
try visiting the  
West Africa Study Circle Web Site  
at : <http://www.wasc.org.uk>  
Webmaster is Ray Harris; contact  
[harris6@which.net](mailto:harris6@which.net)

**LATEST CONTENT:**  
*Updated list of publications for sale*



## Sources



*For the first time, this issue, the reviews of new publications for the benefit of members include reviews of web publishing. The West Africa Study Circle has a list of 24 printed publications available from stock : for a copy of this list, all book orders and payments please contact the Treasurer (address on contents page). Authors will distribute their own new publications to members, whilst distribution of purchases from older stocks is arranged via the Treasurer.*



[www.aerogramme.com](http://www.aerogramme.com). This site run by Jerry Kaspar is developing a listing of all the world's aerogrammes, country by country. Ian Anderson has already contributed a listing of the aerogrammes of Gold Coast and Ghana up to date, and there is also a partial listing of Liberia. Tony Plumbe is co-ordinating the creation by other WASC members of a listing of Nigerian aerogrammes, based initially on a comprehensive listing by Graham Murray, to be added to this website.



[www.errors.info](http://www.errors.info). This is an on-line catalogue of modern errors ("Pierron's Online catalogue"), covering mainly missing colours. It is run on a subscription basis; £9.95 per annum after 30 days free trial. The content is built up from submitted reports and images from subscribers, but is very incomplete in the areas this editor knows, Nigeria and Cameroun. It is also unfortunate that the images, at least in the Nigeria section, show only the normal stamps, not the varieties. A good idea, nonetheless.



Coming shortly; *The Postal Tariffs of Cameroun under French Administration 1916-1959*, by M.P. Bratzel Jr, and *The postmarks and Postal History of the Cameroons under British Administration 1916-1961 Supplement*, by R.J. Maddocks & M.P. Bratzel Jr, both published by the authors—see enclosed flyers.



## Auction Report

### Lionel Schiff Sierra Leone Collection Victoria Stamp Co, New Jersey 10 January 2007

Report by Frank Walton FRPSL



When the catalogue for this sale landed on my door mat, my mouth started to water immediately! Although I had seen Lionel Schiff's name in the WASC membership list for many years marked as a Sierra Leone collector, I have never communicated with him - or realised that he had such a magnificent collection of classic Sierra Leone. The material was split into 231 lots and sold by the Victoria Stamp Company in New Jersey, USA on 10 January 2007. The total of the estimates was \$105,000.

Coming hard on the heels of the Baillie and Tomkins sales in London, it was going to be fascinating to see how the prices went. One big difference between this sale and the earlier ones is that Lionel had many wonderful die proofs, trials and essays whereas the others focused on the very rare issued stamps.

There was so much of personal interest for me in this sale that I decided to make the trip from the UK to New Jersey specifically to attend in the room. I was not disappointed, as it turned out that I was the only keen bidder in the room on the Sierra Leone material. There was of course a strong book to contend with. One massive element in favour of anyone paying in sterling was that, at the date of the sale, the dollar was weak against the pound (£1 = \$1.96).

In comparison to London prices, there were many bargains to be had. For example, a mint copy of the 1893 PFNNY variety of the Crown CC watermark (SG38a, cat. £3,000) fetched £2,600 at Grosvenor,

London in Nov 2006, but just \$2,750 against an estimate of \$1,800 in this sale. Even bigger differences were experienced on the very scarce 2½d overprints on 2s. A mint copy of SG71 (cat. £38,000) sold for £40,000 at Tomkins, and only \$47,500 at Victoria.

One of the lots that saw heated bidding was the exquisite hand-painted un-adopted essay for the second Victorian key type (Lot 1529); this climbed to \$3,750 from an estimate of \$1,800. The King George V Silver Jubilee varieties also saw some contended bidding, but these too didn't reach the heights of the London sales.

In all, 70% of the Sierra Leone lots were sold, with a total hammer price of \$125,000. All prices are quoted before premium.



## A 1915 Northern Cameroons Campaign letter

Ray Harris

This was one of those delightful times when I got more than I expected—and even what I had bid for came at a nice price in a mixed lot with five Western Europe first world war covers.

What I had wanted to buy was an envelope addressed to H.A. Jenkin Esq, Dundly, Cavendish Avenue, Cambridge. It was inscribed “Active Service/ G.H.” and postmarked Ibi, Northern Nigeria DE 3 1915 and Lokoja, Northern Nigeria DE 14 1915.

The cover turned out to be complete with its contents. Inside was a letter written in pencil on a piece of paper 85mm x 165mm from a record book, the page inscribed Form. V—39a. The text is as follows

*Bamkin  
Cameroons  
21-XI-15*

*Dear Archie,*

*I wrote to you a few weeks ago congratulating you on your engagement. I expect you are now married—  
The Best of Luck for ever!*

*You asked me to get you some surcharged Cameroon stamps. These haven't yet been issued, but I enclose some unused Cameroon stamps which I collared at Banjo. I am afraid it is not a complete set; the 5pf + 80pf + perhaps some others are missing, but if we take over the Cameroons perhaps they might become valuable in time.*

*Great hopes of this show ending in Jan. Huns getting demoralized - 30 of them with five Europeans and a maxim [gun] fled from me and 16 men the other day. We are pinching them in a gradually decreasing circle + if only Dobell in the south would take Jaunde I believe they would all give in.*

*Will you give my love (if I may send it) to my new cousin*

*Yours ever*

*Gordon*

*Love to cousin Annie*

*Excuse scrappy note - paper is as rare as banknotes are”*

The stamps weren't there of course, but the letter is a good little find.

Bamkin is at 6° 5'N, 11° 30'E, Banjo (now Banyo) is at 6° 45'N, 11° 49'E, about 60 miles north of Bamkin. Bamkin to Ibi is about 200 miles directly overland, north-westerly. Jaunde (now Yaoundé, the capital of Cameroun) is at 3° 52'N, 11° 31'E.

Jaunde was taken by Dobell on 1 January 1916, but the campaign in the north continued until the final surrender by Capt. Von Raben at Mora to General Cunliffe on 18 February 1916. The writer was almost right about “the show” ending in January, but he was not right about the CEF stamps. They had been issued at Duala on 12 July 1915, but they were available only at the Duala post office; troops in the field did not have access to them (and had the benefit of the free franchise anyway).

# Trevor Hearl and Allan Crawford Pass Away

Barry Burns

Two very eminent personalities with South Atlantic connections died early in 2007. Although neither were members of the WASC, nor indeed philatelists, their names will be known to all of us whose interests include St Helena and Tristan da Cunha.

Trevor W. Hearl died suddenly on Wednesday 24 January aged 82 at his home in Prestbury, Cheltenham. From the time he first visited St Helena in 1969 as an Education Adviser, he dedicated his time and energy to the Island and its people. He assisted Edward Hibbert with background information for his book *St Helena, Postal History and Stamps* (Robson Lowe, 1979), and in 1990 reprinted, at his own expense, the well-known history of the Island by Philip Gosse *St Helena 1502-1938* (Anthony Nelson). His first article for the *St Helena Supplement* 'Sources for East Indiamen Research' was published in January 1987, and his name then appeared in most issues until the *Supplement* was incorporated into *Cameo* in 2003. During my time as joint editor he has contributed several more articles, and helped on numerous occasions when I felt the need to clarify historical or local information. One of his particular strengths was his amazing ability to decipher the early manuscript letters sent to him, particularly when cross-written over earlier script. He was awarded the Castella Award for Outstanding Service in 1995 by the St Helena, Ascension & Tristan da Cunha Philatelic Society Inc. (SHATPS).



Although I never met Trevor, he would often telephone after receiving yet another request from me for his assistance - usually the same day, so anxious was he to help. My last contact was when we exchanged Christmas cards and greetings during December; his passing a month later coming as a complete shock. On behalf of the Circle I wrote to his widow, Elisabeth, expressing our sadness on his passing. She kindly wrote back thanking us, and sending our members her very best wishes. An ex-colleague of Trevor's on the Island, Basil George, said "He will always be remembered by us as one of St Helena's greatest friends". A memorial service conducted by Bishop John was held at St Paul's Cathedral, St Helena on 1st February.



Allan Bryant Crawford MBE, who died on Monday 5 March 2007 aged 94, was the leading authority on Tristan da Cunha. Allan made an immense contribution to the community on the Island for over 70 years; he drew the first map in the late 1930s, served on the Island Council, and produced the first *Tristan Times*.



He will be best remembered by philatelists, however, for designing the famous 'potato stamps' of 1946 as part of a petition for the introduction of proper postal facilities. Ten different designs were prepared, and Allan had 20,000 copies of the 1d value printed by Hortors of Capetown, for use by the Islanders on their envelopes as propaganda labels. Because there was no money on the Island, the 1d. stamp was valued at four potatoes or 3 cigarettes. It was to be another six years, however, before Tristan's first postage stamps were issued in 1952.



The One Penny 'Potato stamp'

Allan was presented with the BEM in 1946 for his WWII service, and he received the MBE in March 2002 from HM Queen Elizabeth II. He was Life President of the Tristan da Cunha Association and, like Trevor, was awarded the Castella Award by the SHATPS, in 1997. His wife, Joyce, died in 1997 but he is survived by their two sons.

*With thanks to The St Helena Independent, The Daily Telegraph, and www.tristandc.com for information in compiling these tributes. I still have a couple of Trevor Hearl's articles to publish; see page 72 for his research of the Mead family - Barry.*

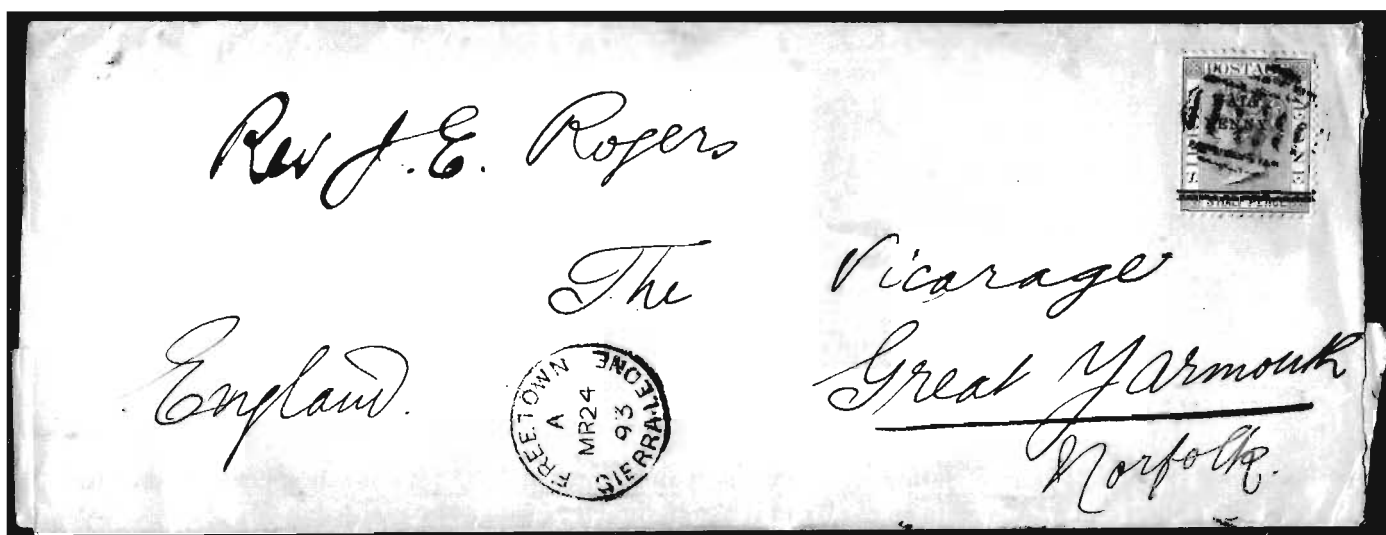


## Sierra Leone 1893 Half Penny Provisional on Wrapper

**Frank Walton FRPSL:**

On 1 October 1892, the cost of sending newspapers and other printed papers from Sierra Leone to the United Kingdom was reduced to ½d per 2 oz (Ref. 1). This led to an inevitable increase in the use of the second keyplate half-penny adhesives. Although an order for additional supplies was invoiced on 5 December 1892, the postal authorities must have been so concerned about the level of supplies that they arranged for 200 sheets of the less used 1½d value to be overprinted HALF / PENNY in two lines (Ref. 2). These stamps were delivered to the post office on 18 January 1893.

There was a substantial amount of philatelic speculation with this issue, and the number of stamps actually used for the intended purpose is probably small. This assertion is borne out by the fact that when covers bearing the HALF PENNY provisionals are found, they normally have multiple copies paying the letter rate of 2½d. The wrapper illustrated below is the first example I have come across where the locally overprinted stamp has been used to post a newspaper



23 March 1893 - Wrapper demonstrating the intended use of the HALF PENNY provisional overprint (reduced to 90%)

Given the nature of a newspaper wrapper, the survival rate of the provisional stamps used this way must be very low indeed.

### References

1. Beale P.O., *The Postal Service of Sierra Leone...*, p23, RPSL, London 1988
2. Beale P.O., *The Postal Service of Sierra Leone...*, p141, RPSL, London 1988

# Ascension, Notes on Issues of 1968 - 1973

Alan J. Scrine

The following notes were found amongst the Jamestown Archives on a recent visit.

## Human Rights Issue (*Issued 8 July 1968*)

90,000 stamps of each value, 6d, 1/6d, and 2/6d to Ascension.

2000 First Day Covers of which 750 for Crown Agents, 250 for St Helena. Possibly 1000 for Ascension.

## Deep Sea Fish Issue (*Probably the First Issue of 23 October 1968*)

32,000 of each value to Ascension.

12,000 of each value to St Helena.

## Royal Marines Issue (*31 October 1973*)

Local sales of 1973 issue: 2p. - 418; 6p. - 277; 12p. - 275; 20p. - 265. First Day Covers: 161.



## Two Unrecorded Cancels on St Helena QV Stamps

Bernard Mabbett & Barry Burns

We can illustrate two previously unrecorded cancellations of St Helena. The first (Figure 1) is a 'Diamond of Dots' on a One Shilling stamp of 1880, Wmk. Crown CC, Perf. 14 (SG 30).



Figure 1 'Diamond of Dots' Cancellation

The second (Figure 2) is on a Halfpenny value (short surcharge) of 1893 (SG 36). It appears to have two letters, possibly 'C' and 'A' within an oval, and is not dissimilar to the 1844 type used in GB.



Figure 2  
'CA' ?? in Oval  
Cancellation



# St Helena 1922 'Storm Over Rock' Variety

Ralph Stanton

The 'Storm Over the Rock' vignette variety occurs at Position 29 (Row 3, Column 5) on the December 1922 printings of the St Helena 'Badge' set. As stated in my article in *Cameo* 69 (p295), it was repaired, and I can now illustrate the original flaw (Figure 1) and the repaired state (Figure 2). The flaw consists of three lightening flashes to the right, and above, the rock, and they are very noticeable (the left flash being especially prominent). The flaw appears on the ½d, 1½d, 2d, 3d, 4d and 8d of the December 1922 printings only.

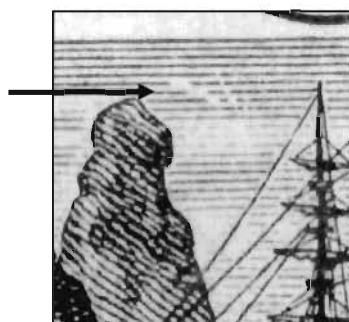


Figure 1 Storm Over



Figure 2 Repaired State

The December 1922 printing details are as follows:

Value	Invoice Date	Stamps Printed	Sheets Printed
1½d	22 Dec 1922	118,440	1974
3d	22 Dec 1922	111,720	1862
8d	22 Dec 1922	119,760	1996
½d	30 Dec 1922	117,180	1953
2d	30 Dec 1922	119,460	1991
4d	30 Dec 1922	120,720	2012
3d	30 Dec 1922	7620	127

The storm appeared on the three-halfpence and then on the subsequent 1922 printings. It was repaired during the printing of the fourpence. I have one block of four of this value showing the repaired storm (unmistakable, since it is of stamps 17,18,29,30, and one can not err on stamp 18). But I have no other copies of the fourpence with the repaired storm (but a great many with the storm). So it must have been repaired very near the end of the fourpence printing.

As my remarks indicate, the repaired storm on the fourpence is very rare. There is one other rare repaired storm. As can be seen by the above table, there were two printings in December 1922, separated by only a few days. Normally, the 4d would have been the last one printed at the later time. But the numbers printed of the threepence did not meet the order. So, at the very end of the print run, the printers ran off another small printing of 3d stamps. Since these were an afterthought and were printed after the 4d had been corrected, they display the repaired storm. Indeed, despite some comments about using shades to distinguish the two runs of the 3d, the printings are quite indistinguishable except on stamp 29. I have 2 copies of the 3d, stamp 29, with the repaired storm. These are examples of a very rare item indeed.

The repair on the storm is the only case I know of when there was an actual repair during the printing; it is very likely that the printers finished the printing and then realised they had not printed quite enough of the fourpence stamp (as they had not for the threepence earlier). So they ran off a few more sheets of the 4d with the repaired storm (and the second run of the 3d). This sequence is really the only sensible explanation of the repaired storm, since I can not believe that they interrupted a print run to make the repair.

# The Mead Correspondence from St Helena

Trevor Hearl

*Trevor sent me this article a few years ago, and it is published now in his memory, as a typical example of his meticulous research, and in-depth knowledge of the history and inhabitants of St Helena - Barry Burns.*

Is it known who the correspondents were in 'The Mead Correspondence' noted by Edward Hibbert in his *St Helena, Postal History and Stamps?* (Ref. 1). I ask because I noted a Lt. George R. Mead of the Company's St Helena Artillery listed among the Memorials, who died on 26 August 1826 at the age of 26. This also records the death of his infant son, George, on 13 May 1825 at the age of 13 months (Figure 1).

Figure 1

Part of the gravestone at St Paul's Cathedral, St Helena, as photographed on 20 May 2002 by Barry Burns



According to Hibbert, the Mead Correspondence (comprising 15 letters) is addressed to Master Mead, No. 4 Trinity Street, Blackman St., Boro., London, and bears various Ship Letter markings, London backstamps, and Rate marks. St Helena postal rates of 3d and 3½d are marked on the letters. Two of the letters were auctioned as part of the 'I.D. Lampart' collection by Stanley Gibbons, the catalogue of which states that 17 letters are recorded (Ref. 2).



Letter of 25 September 1837, arrived London 13 November.  
M/s '3' for single letter rate St Helena to UK.  
Rated '2/8', but crossed out & amended to '1/4' for inland UK postage.  
Stepped PORTSMOUTH / SHIP LETTER

(Lampart Sale, Lot 1461)

The dates of the Mead Correspondence are 1836 - 1842, so if there is any connection with Lt. Mead, it must have presumably been carried on by his widow, perhaps with another son, then at school in England. This is pure guesswork, of course, as there was probably a Mead family on the Island with other members writing letters! George Richard Mead was an Artillery cadet listed in Chaplin's *St Helena Who's Who*, serving during Napoleon's exile, so prior to 1821. There was also a George Mead listed in the 30 September 1814 *Family Census*, but he was listed among the 'blacks' (3 men, 2 boys and a girl). This could not have referred to the cadet who would have been only 14 or so. The Census did not list by name members of the Company's active civil or military servants, so it may have referred to the slaves of a George Mead (unmarried, or widowed, without children living with him) who would have been counted among those in the Company's service. I admit that this is a bit of a long shot, but the elder George Mead may well have had his son (George Richard) at school in England at the age of 14.

Another possibility might be a member of the first Royal troops sent to the Island from February 1836 when it was transferred to the Crown. The dates 1836 - 1842 would nicely fit in to the years of service of one of the new 'birds of passage' who now began to rule the Island under the Crown. This is again complete guesswork, nor do I have any *St Helena Annual Register* for those years to check the officers, civil and military, then serving. There was a survey of landowners carried out in 1836 by G.W. Melliss, but no Mead is shown on that...

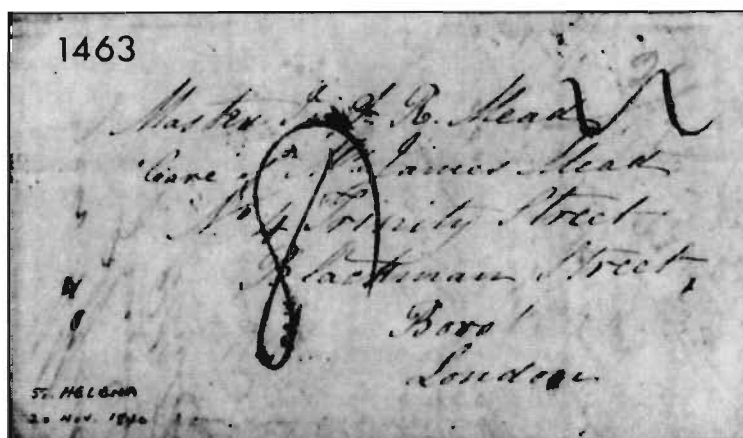
Hey Presto! I have found a George Mead who fits into the 1814 Census! Something made me look up the *St Helena Medical Service* list in default of anything better - and there is our George Mead! (Ref. 3)

No. 41 Mead, George. A Sergeant in garrison, had served for fifteen years as Asst. to Surgeons, struck off garrison, and appointed Asst. to Surgeon, 25 Apr. 1803; (Cons.). Fixed junior Asst. Surg. not to rise, 17 Sept. 1804; (Cons.). Resigned, 11 Aug. 1808. Went to England. M.R.C.S. 1808. Reappointed A.S. 22 Feb. 1811. Surg. 12 Aug. 1818. Supg. Surg. 1821. R. 26 Apr. 1825. *d.* in London, 31 May 1844.

Looks like the old Barber-Surgeon! However, he was there in 1814 and had his slaves, but no wife. He must have secured a commission for his son, however - and what a blow it must have been for him when first his grandson and then his son died on the Island. But it looks as if my guesswork about George R's widow writing to her son at school in London may not have been so far from the truth. Presumably the boy was staying with his grandfather. And now I have found an 'Elizabeth Mead, widow', listed among the 'Inhabitants of European Birth or Descent' in the *St Helena Directories* at least from 1830-34 (ones that I have). These lists were discontinued under the Crown, unfortunately.

Figure 3

Letter of 20 November 1840, arrived  
London 23 January 1841.  
M/s '3½' for the single letter rate  
which  
came into force on 1 April 1839.  
Rate mark of '8' on front.  
Straight line SHIP LETTER  
in black on reverse.



It would be interesting if any WASC members possess any of this, or related, correspondence. This may shed further light on the Mead family, and offer the possibilities of the widowed Elizabeth, writing to her surviving 'Master Mead' at his grandfather's while at school in the UK. But then did he return to the Island? Or did she go to England?

#### References

- 1 Hibbert E., *St. Helena; Postal History and Stamps*, p143, Robson Lowe Ltd., London 1979
- 2 Stanley Gibbons Auction, *All World featuring Atlantic Islands and Nova Scotia*, London, 3-4-5 December 1986, Lots 1461, 1463, p38
- 3 Lieut. Colonel Crawford D.G. (compiler), *Roll of the Indian Medical Service 1615 - 1930*, p621, W. Thacker & Co., London 1930

# Gambia—the Latvian Connection

Philip E. Robinson FRPSL

Courland is a province of Latvia. Situated on the Baltic Sea, its history is interwoven with that of Scandinavia, Prussia, Poland and Russia, and all too often the people of Courland have been dominated by one or other of their powerful neighbours. If Courland enjoyed a “golden age” it might be considered to have been in the 17th century, under Prince Jacob, who ruled from 1642 to 1681. Despite the fact that at this time Courland was in effect a Polish fiefdom, Jacob had grand ideas and he encouraged the development of industries, especially shipbuilding. He thus established a strong navy, a sizeable merchant marine, and a lucrative foreign trade. By means of careful negotiations with the major European powers he retained their friendship and the Duchy of Courland became strong enough to establish colonies. Jacob’s ships went as far as the West Indies, where Tobago became a colony of Courland from 1645 to 1665. Jacob also set his sights on Africa, and colonised Gambia from 1651. The Courlanders built a fort on St. Andrews Island, later re-named James Island, and also founded the settlement that became Bathurst, before being ousted by the British ten years later.

The growth in importance of Courland declined when Sweden, engaged in a war with Poland, seized the capital of Courland, Jelgava, in 1658 (this is the Latvian name of the city; the German name is Mitau and the Russian name is Mitava). The prince was captured, and although he regained power in 1660 and returned to Jelgava, his influence was severely weakened. Being more concerned with matters near to home, Jacob had other things to do than worry about his African colony. For another century or so, Courland managed to retain a rather uneasy independence, before being incorporated into the Russian Empire.

Latvia is now, of course, an independent nation, as it was also in the period between the wars. By 1933 the country was fairly wealthy and the government wanted to encourage modernity in all its forms—which included the development of aviation. The Latvians had not forgotten their former African colony, and in 1933 it was decided to make a commemorative flight from Riga to Bathurst, Gambia. In order to raise money for this the triangular air mail stamps then in use were overprinted “LATVIJA-AFRIKA 1933”. There are five stamps in the set, with face values of 10, 15, 25, 50 and 100 santim. The two highest values are in fact the 15 and 25 santim values surcharged with a new value. The stamps have high catalogue values and they have been extensively forged.

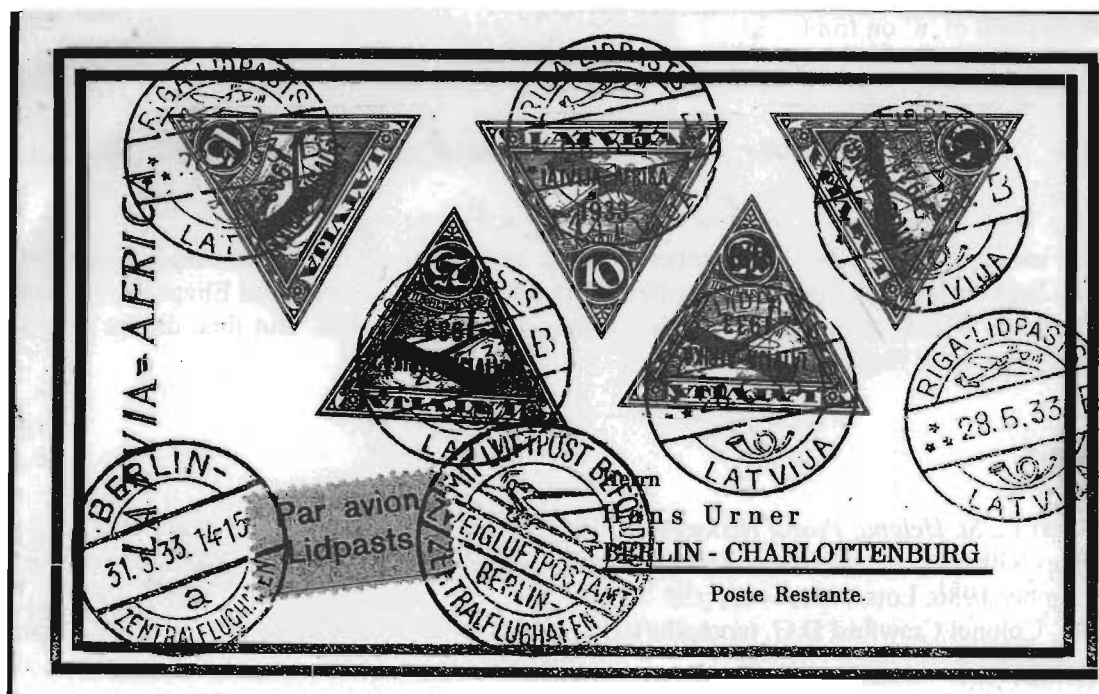


Figure 1; this cover offered by Stanley Gibbons Auctions, 16 March 2000, is unfortunately a forgery

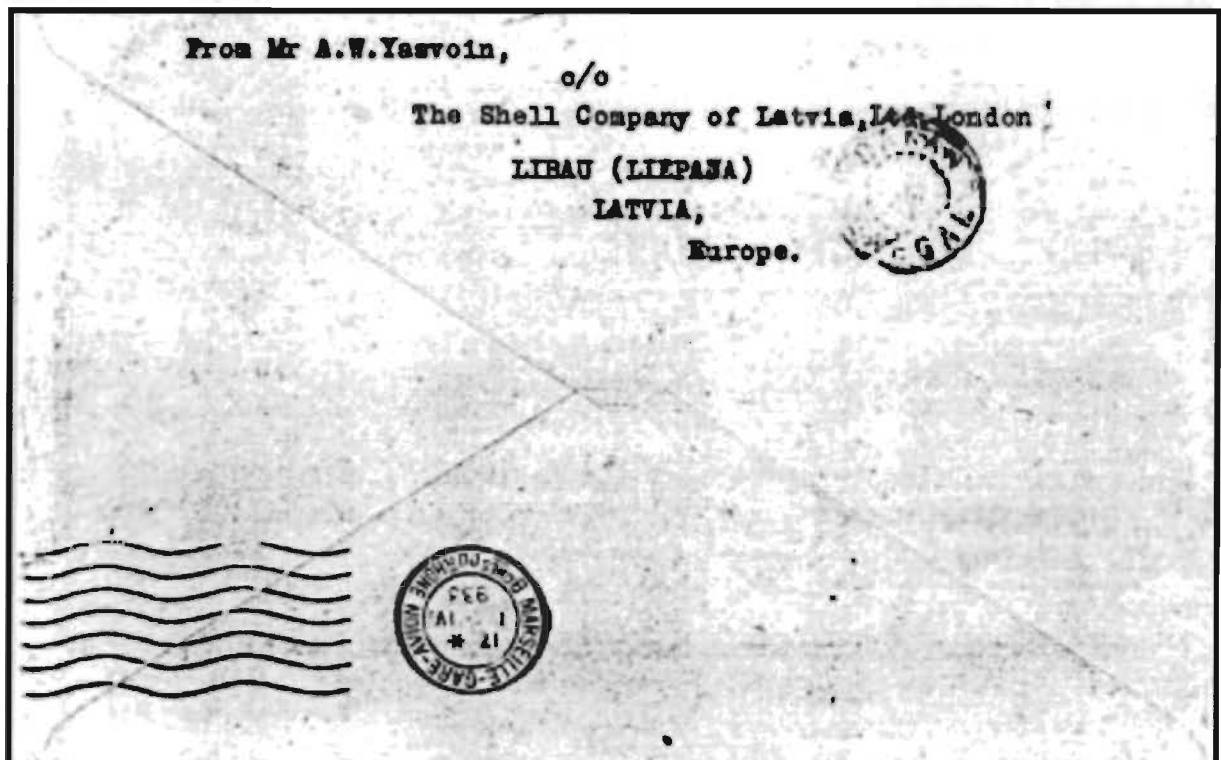
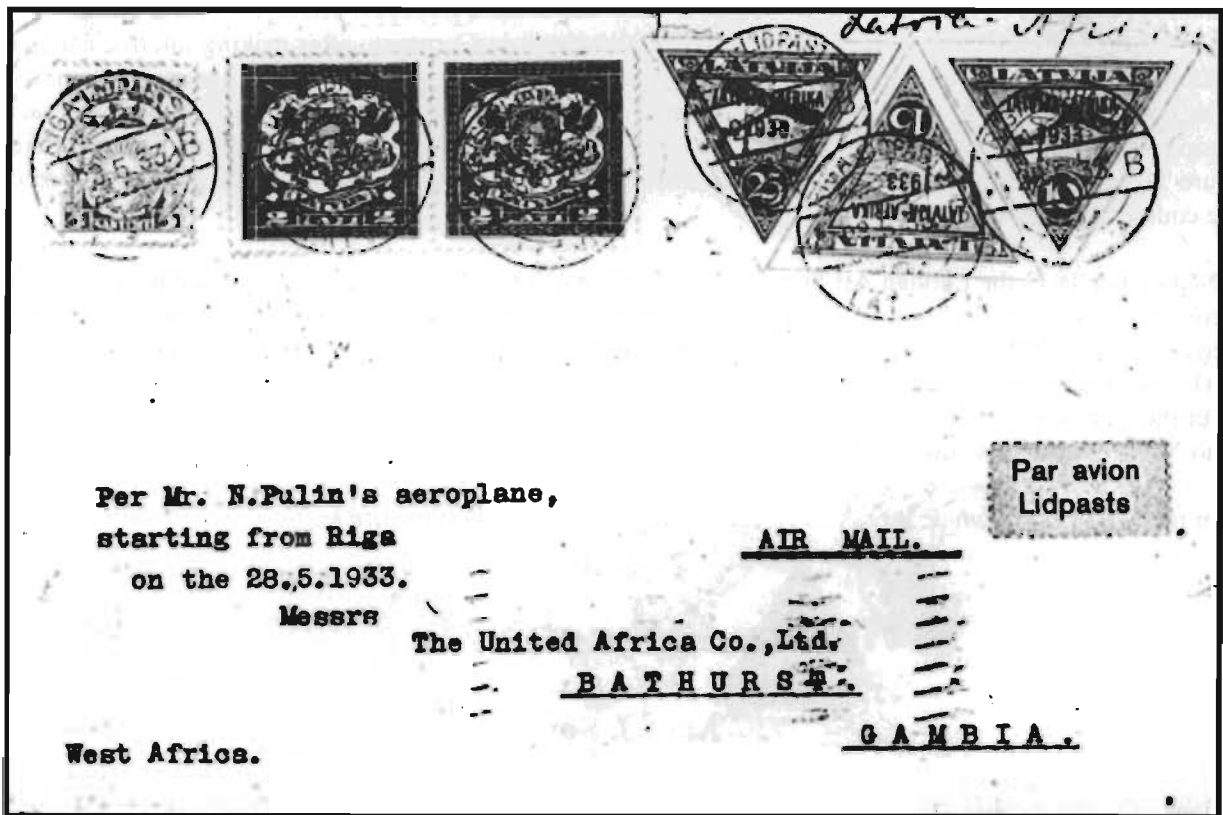


Figure 2: Front and reverse of the only known cover sent to Gambia that was carried on the special Riga-Bathurst flight: a correctly-franked commercial cover sent by the Shell Company of Latvia. After the aircraft crashed the cover was carried on by train to Berlin, then taken on by airmail via Marseille (1 VI 1933—date error IV in this postmark) to Dakar in Senegal, before being forwarded by surface mail to its destination, Bathurst. The rate of 4Lat 55 santim is made up from 55 santim for an overseas letter of the second weight step, plus 2 of the normal 2 Lat postage stamps paying the airmail surcharge to Africa (2 Lat per 20 grams) - ex Harry Hofmann collection.

Unfortunately, the flight never reached Gambia—nor did it leave Europe. The aircraft took off from Riga on 28 May 1933 and crashed the following day at Neustettin in Germany, after making intermediate stops at Kaunas and Danzig. Mail carried on the flight was salvaged and entered the German postal system, being taken overland to Berlin, after which it was treated as airmail. A special envelope was printed, and sets of stamps on genuine covers are rare, though these covers have also been forged. The cover illustrated here as figure 2 is the only known example of a genuine commercial cover carried on the flight and delivered in due course to Gambia.

In September 1933 the Latvian Air Force officer Herberts Cukurs (without any special stamp issue) made a second attempt to fly to Gambia, using his small home-built aircraft. After two forced landings he arrived there on 5 November and, on returning to Latvia, he was acclaimed as a national hero. Less heroically, in 1941-1942 Cukurs became infamous as leader of the Latvian SS, and was in charge of killing Jews in Riga. After the war he fled to Brazil, from where he was abducted by members of the Jewish organisation “They Who Never Forget” and he was murdered in Montivideo, Uruguay on 23 February 1965.

I am indebted to my friend Harry von Hofmann for helping to write this article.



## St Helena Archives - May 2002

Alan J. Scrine

During our visit to St Helena in May 2002, which was described in the *St Helena & Ascension Supplement Number 39* (Ref. 1), several of our party visited the Island's Archives at The Castle, Jamestown. I looked through quite a number of the files, and made the following notes. These may be useful for future visitors.

Files Notices and Proclamations 1831-1835; 1836-1846  
Nothing of Interest.

Files Ordinaries 7 Feb 1837 - 12 July 1845; 1849-1870; 1871-1900; 1901-1910; 1926-1946  
Nothing of Interest.

File Proclamations 1835-1898  
Second Document - Proclamation about taking over the Island from the East India Company.  
Proclamations 1900-1926; 1926-1941 (dated 1943 on cover)

File Rules and Regulations 1895-1941  
Contains Proclamation 1843-1891 and Regulations 1938-1941.  
Regulations and Orders in Council 1937-1940.

File Zulu Accounts in a Book

File Colonial Treasurer In letters Oct 1841 - May 1850.

File Secretary of State Circular Despatches 1953

File Correspondence of Zulus 1895 - 1897

Files Secretary of State Despatches 1835-1836; 1885; 1886; 1887; 1888; 1889; 1890; 1892; 1893; 1894  
These should be reviewed again re letters about postage, etc.  
St Helena Guardian, 1895

### Reference

1 Burns, B., “Notes from Two Small Islands”, *St Helena & Ascension Supplement No. 39*, pp4-18, WASC, January 2003

# Nigerian Internal Airmail Notices

## Nigel Lutwyche

The following information has been extracted from the Nigerian Gazettes. I have omitted some of the legalese at the beginning of some of the Government Notices, otherwise I have retained the style and punctuation used at the time the Notices were issued.

The Notices set out in this article are just those that relate wholly or partly to internal air mail letters, and they continue the analysis of these notices that started in Cameo October 2006 p271. Another article is in preparation to review the Notices that relate to surface letter rates.

I wish to acknowledge with thanks the kind assistance I received from the librarians and staff of the Public Archives at Kew.

The earliest reference to internal airmails within Nigeria is in connection with the 1936 launch of the Imperial Airways link from Khartoum

### NOTICES ABOUT RATES

#### Gazette Notice No. 192

#### AIR MAIL

1. It is notified for general information that with effect from the 4th February, 1936, postal packets will be accepted for transmission by Air Mail from all Post Offices in Nigeria to the places mentioned in Gazette Notice No. 1572 of the 19th December, 1935.
2. The present arrangements provide for a weekly service via Khartoum in both directions. The mail closes at Kano on Sundays and correspondence will normally reach London on the following Sunday morning. In the return direction correspondence leaving London on Sundays will normally reach Kano on the following Friday afternoon. The times of receipt and the latest times of posting of Air Mail correspondence at Post Offices in Nigeria may be obtained from the local Postmaster.
3. Any kind of letter packet may be sent by Air Mail but printed papers, commercial papers and samples must be prepaid at the rates for letters and the limits of size and maximum weight are the same as for letters sent by ordinary post. Air Mail letters can be accepted for Registration but insured articles and Parcel Post are not accepted.
4. A special blue Air Mail label must be affixed to the top left hand corner of every Air Mail packet. These labels are supplied free of charge at any Post Office. Letters bearing a manuscript indication "By Air Mail" will be accepted, but absence of the blue label may lead to delay.

Air Mail matter may be posted in a posting box, but if possible should be handed over a Post Office counter.

5. Stamps to the full value of air postage must be affixed at the top right-hand corner of the address side of the envelope. Attention is drawn to the fact that rates of postage given are for a weight of half an ounce and each additional half-ounce. A letter containing more than the ordinary double sheet of notepaper is likely to be over half an ounce in weight. Any packet not fully prepaid will not be sent by air mail.
6. The Public Notices published in the Gazettes of the 24th October, 1929, and 31st October, 1929, concerning correspondence posted in Nigeria for onward transmission by Air from the United Kingdom, are hereby cancelled.

Lagos, 11th February, 1936, published in the Gazette of 13th February, 1936.

#### Government Notice No. 1418

#### AIR MAIL POSTAGE RATES

(international rates omitted here)

1. The prepaid rates of postage on letters and postcards posted in Nigeria for conveyance by Air Mail to places in Nigeria are :-

For letters, per each half ounce	2d.
For postcards, each	1d.

3. Gazette Notice No. 1572 of 1935 is hereby cancelled.

Lagos, 6th October, 1938, published in Gazette No. 58 of 20th October, 1938.

[The internal rates were then unchanged by G.N. No. 559 of 21st April, 1939 and G.N. 1265 of 12<sup>th</sup> October 1939 ]

[The internal air mail rates were increased on 1st September, 1944 – see G.N. No. 979 of 31st July, 1944 herein.]

With effect from 1st September, 1944, the prepaid rates of postage on letters and postcards posted in Nigeria for conveyance by air mail to places in Nigeria is as follows:-

Letters – every half ounce 3d

Postcards - 1½d each.

Paragraph 2 of Government Notice 1265 published in Gazette No. 63 of 12th October, 1939, is cancelled.

Lagos 31st July, 1944, published in Gazette No.38 of 10th August, 1944.

**Government Notice No. 320**

**POSTAGE RATES**

(Surface rates omitted here)

	Nigeria and the Cameroons under United Kingdom Trusteeship	United Kingdom, British possessions (except the Cameroons under United Kingdom Trusteeship) His Majesty's Ships, His Majesty's armed forces overseas. Republic of Ireland. Republic of India.	Foreign Countries
(b) AIR MAIL LETTER FORMS-			
Each	1d	6d	6d

Published in Gazette No. 12 of 8th March, 1951.

[The internal Air Mail Letter Form rate was increased to 1½d on 1st April, 1952 – see G.N. No. 1250 of 27th December, 1951 herein.]

**Government Notice No. 1250**

**POSTAGE RATES**

1. His Excellency the Governor has determined that the prepaid rate of postage on air mail letter forms posted in Nigeria and the Cameroons under United Kingdom Trusteeship for delivery in Nigeria and the Cameroons under United Kingdom Trusteeship shall be 1½d per form with effect from 1st April, 1952.
2. Government Notice No. 320 published in Gazette No. 12 of 8th March, 1951 is amended from the date that this comes into operation.

Published in Gazette No. 70 of 27th December, 1951.

**Government Notice No. 1625**

**POSTAGE RATES**

**International parcels and letter rates  
omitted here**

The Governor-General has determined the following rates to be charged for transmission and registration of postal articles, with effect from the 1st October, 1957. This Government Notice supersedes all other Government Notices on Postage Rates.

<i>Category</i>	<i>Internal</i>		<i>British Commonwealth</i>		<i>Foreign</i>	
	s	d	s	d	s	d
<i>Aerogrammes (Air Letter Forms):</i>						
Each	0	2	0	6	0	6

## **NOTICES ABOUT FLIGHTS. ROYAL AIR FORCE**

The Royal Air Force aeroplanes will arrive in Lagos from Egypt on the 6th of November, 1929, and again on the 12th of November, 1929, on their return journey from the Gold Coast.

On these two days, additional ferry services will be run between Lagos and Apapa, for the benefit of the public who may wish to visit the Flying Ground at Apapa, as follows: –

Leave Lagos	Leave Apapa
Marine Wharf	Stone Wharf
9.35 a.m.	10.15 a.m.
10.45 a.m.	11.15 a.m.
11.45 a.m.	12.15 p.m.
1.15 p.m.	2 p.m.
2.30 p.m.	3 p.m.
3.45 p.m.	5.15 p.m.
5.40 p.m.	

Published in the Gazette of 31st October, 1929.

### **Gazette Notice No. 694**

### **AIR MAIL SERVICE**

It is notified for general information that as the mail aeroplane will not land at Maiduguri for the present, the internal air mail service between Kano and Maiduguri has been temporarily suspended as from the 29th May, 1936.

Lagos, 29th May, 1936, published in Gazette No. 44 of 4th June, 1936.

### **Gazette Notice No. 1123**

### **AIR MAIL SERVICE**

It is notified for general information that the internal air mail service between Kano and Maiduguri has been resumed. Gazette Notice No. 694 of 29th May, is hereby cancelled.

Lagos, 11th August, 1936, published in Gazette No. 64 of 20th August, 1936.

### **Gazette Notice No. 1406**

### **HOMEWARD AIR MAILS**

Commencing on the 29th October, 1936, the homeward Air Mail will leave Lagos by direct aeroplane every Thursday morning and the latest times of posting at various Post Offices are given below.

This mail is due in London on the following Thursday morning.

Air Mail correspondence should be handed in over the counter at Post Offices and not posted in pillar boxes.

Latest times of posting.

Lagos (G.P.O. Marina)	9 a.m. Thursday
Ebutte Metta	8.30 a.m. Thursday
Apapa	8.15 a.m. Thursday
Abeokuta	5 p.m. Wednesday
Ibadan	5 p.m. Wednesday
Ijebu Ode	5 p.m. Tuesday
Oshogbo	9 a.m. Thursday
Benin	8 p.m. Tuesday
Warri	2 p.m. Tuesday
Onitsha	12 noon Tuesday

Lagos, 14th October, 1936, published in Gazette No. 78 of 22nd October, 1936.

### **Gazette Notice No. 1501**

### **AIR MAILS OUTWARD BOUND FROM ENGLAND**

1. It is notified for general information that until further notice, the outward bound air mail from England, etc., will reach Lagos at 1 p.m. on Fridays instead of 1 p.m. on Thursdays.

2. The closing time for homeward air mail, viz., 9 a.m. on Thursdays, remains unchanged.

9th November, 1936, published in Gazette No. 83 of 12th November, 1936.

**NIGERIAN INTERNAL AIR MAILS**  
**LAGOS – IBADAN – KADUNA - KANO**

Service KN			Service KS		
KADUNA NORTHBOUND			KADUNA SOUTHBOUND		
Mondays and Thursdays			Mondays and Thursdays		
LAGOS AIRPORT	dep.	12.45	KANO AIRPORT	dep.	08.00
IBADAN	arr.	13.20	KADUNA	arr.	08.55
IBADAN	dep.	13.40	KADUNA	dep.	09.15
KADUNA	arr.	15.55	IBADAN	arr.	11.30
KADUNA	dep.	16.15	IBADAN	dep.	11.50
KANO AIRPORT	arr.	17.10	LAGOS AIRPORT	arr.	12.25

NOTE:- A call will be made at Ilorin if inducement offers and circumstances permit

**LAGOS – IBADAN – ILORIN - KANO**  
**JOS**

Service JN			Service JS		
JOS NORTHBOUND			JOS SOUTHBOUND		
Wednesdays and Saturdays			Tuesdays and Fridays		
LAGOS AIRPORT	dep.	09.00	KANO AIRPORT	dep.	08.00
IBADAN	arr.	09.35	JOS	arr.	09.10
IBADAN	dep.	09.55	JOS	dep.	09.30
ILORIN	arr.	10.35	ILORIN	arr.	11.45
ILORIN	dep.	10.55	ILORIN	dep.	12.05
JOS	arr.	13.10	IBADAN	arr.	12.45
JOS	dep.	14.10	IBADAN	dep.	13.05
KANO AIRPORT	arr.	15.20	LAGOS AIRPORT	arr.	13.40

**KANO – POTISKUM – MAIDUGURI - YOLA**

Service YE			Service YW		
<u>YOLA EASTBOUND</u>			<u>YOLA WESTBOUND</u>		
Sundays			Sundays		
KANO AIRPORT	dep.	08.00	YOLA AERODROME	dep.	13.30
POTISKUM	arr.	09.20	MAIDUGURI	arr.	14.55
POTISKUM	dep.	09.40	MAIDUGURI	dep.	15.55
MAIDUGURI	arr.	10.45	POTISKUM	arr.	16.20
MAIDUGURI	dep.	11.05	POTISKUM	dep.	16.40
YOLA AERODROME	arr.	12.30	KANO AIRPORT	arr.	18.00

**BENIN CITY**

**LAGOS – ENUGU – PORT HARCOURT - CALABAR**

Service CR			Service CL		
CALABAR RIGHT HAND CIRCUIT			CALABAR LEFT HAND CIRCUIT		
Mondays			Fridays		
LAGOS AIRPORT	dep.	09.00	LAGOS AIRPORT	dep.	09.00
BENIN CITY	arr.	10.15	BENIN CITY	arr.	10.15
BENIN CITY	dep.	10.35	BENIN CITY	dep.	10.35
ENUGU	arr.	11.40	PORT HARCOURT	arr.	11.40
ENUGU	dep.	12.40	PORT HARCOURT	dep.	12.00
CALABAR	arr.	13.35	CALABAR	arr.	12.45
CALABAR	dep.	13.55	CALABAR	dep.	13.05
PORT HARCOURT	arr.	14.40	ENUGU	arr.	14.00
PORT HARCOURT	dep.	15.00	ENUGU	dep.	15.00
BENIN CITY	arr.	16.05	BENIN CITY	arr.	16.05
BENIN CITY	dep.	16.25	BENIN CITY	dep.	16.25
LAGOS AIRPORT	arr.	17.40	LAGOS AIRPORT	arr.	17.40

**LAGOS – BENIN CITY – PORT HARCOURT – ENUGU**

Service EL			Service ER		
<b>ENUGU LEFT HAND CIRCUIT</b>			<b>ENUGU RIGHT HAND CIRCUIT</b>		
Tuesdays			Saturdays		
<b>LAGOS AIRPORT</b>	dep.	09.00	<b>LAGOS AIRPORT</b>	dep.	09.00
<b>BENIN CITY</b>	arr.	10.15	<b>BENIN CITY</b>	arr.	10.15
<b>BENIN CITY</b>	dep.	10.35	<b>BENIN CITY</b>	dep.	10.35
<b>PORT HARCOURT</b>	arr.	11.40	<b>ENUGU</b>	arr.	11.40
<b>PORT HARCOURT</b>	dep.	12.00	<b>ENUGU</b>	dep.	12.40
<b>ENUGU</b>	arr.	12.55	<b>PORT HARCOURT</b>	arr.	13.35
<b>ENUGU</b>	dep.	13.55	<b>PORT HARCOURT</b>	dep.	13.55
<b>BENIN CITY</b>	arr.	15.00	<b>BENIN CITY</b>	arr.	15.00
<b>BENIN CITY</b>	dep.	15.20	<b>BENIN CITY</b>	dep.	15.20
<b>LAGOS AIRPORT</b>	arr.	16.35	<b>LAGOS AIRPORT</b>	arr.	16.35

**LAGOS – BENIN CITY – PORT HARCOURT - TIKO**

Service TE			Service TW		
<b>TIKO EASTBOUND</b>			<b>TIKO WESTBOUND</b>		
Wednesdays			Wednesdays		
<b>LAGOS AIRPORT</b>	dep.	09.00	<b>TIKO AERODROME</b>	dep.	13.40
<b>BENIN CITY</b>	arr.	10.15	<b>PORT HARCOURT</b>	arr.	15.00
<b>BENIN CITY</b>	dep.	10.35	<b>PORT HARCOURT</b>	dep.	15.20
<b>PORT HARCOURT</b>	arr.	11.40	<b>BENIN CITY</b>	arr.	16.25
<b>PORT HARCOURT</b>	dep.	12.00	<b>BENIN CITY</b>	dep.	16.45
<b>TIKO AERODROME</b>	arr.	13.20	<b>LAGOS AIRPORT</b>	arr.	18.05

ALL TIMES ARE LOCAL STANDARD TIME

Published in Gazette No. 35 of 24th June, 1948.

**Government Notice No. 1208**

**TRIAL AIR SERVICE**

There will be a trial air service for six weeks commencing on 20th July between Lagos and Benin working to the following timetable.

Tuesdays and Thursdays

Depart Lagos 1500 hrs  
 Arrive Benin 1615 hrs  
 Depart Benin 1645 hrs  
 Arrive Lagos 1800 hrs.

Published in Gazette No. 39 of 22nd July, 1948.

**Government Notice No. 30**

**POSTS AND TELEGRAPHS  
 DEPARTMENT**

1. Certain changes in the rates of postage, in the fees and rates to be charged for the transmission of inland telegrams, and in the fees and rates to be charged for telephone rentals etc., which have been authorised by His Excellency the Governor in accordance with the law, were announced in Government Notices Nos. 1250, 1251 and 1252, published in Gazette No. 70 of the 27th December, 1951. The circumstances in which those changes have been made necessary are discussed in the notes hereunder.

2. Postage Rates. The Crown Agents for the Colonies have advised that there is little possibility in the future of a regular and adequate supply of internal air mail letter forms. The cost to Government of each form has also risen by some 35 per cent. In the circumstances it would be uneconomic to continue the service at 1d a form and impossible to provide it when present stocks of forms are exhausted. It has therefore been decided to discontinue the service with effect from midnight on the 31st of March, 1952, after which date no further supply of forms will be made available to the public. Air letter forms for internal delivery will, however, continue to be accepted after that date for transmission in the post but they will be subject to a postage rate of a 1½d a form.

[Paragraphs 3 and 4 relate to Telegraph and Telephone Rates and are not reproduced herein]  
 Published in Gazette No. 2 of 3rd January, 1952.

# Gold Coast Numbered Post Office Forms

Jeremy Martin FRPSL

With the help of Ian Anderson, Michael Ensor and John Powell, I have drawn up a list of these forms. Most have an imprint "G.C.P. & T." followed by a number but there are also imprints "Post Office Form", "General Form", "G.P.O." and just a number. It should be noted that Gold Coast printed forms have continued in use in Ghana right up to the present time.

Gold Coast P.O. forms also exist without numbers but these are outside the scope of this study. Further information would be welcomed.

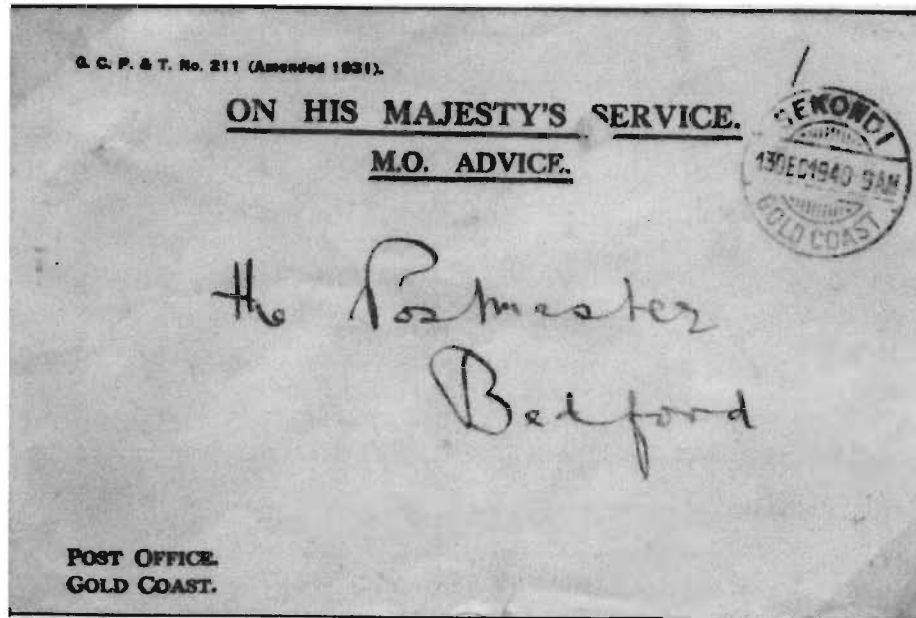


Figure 1

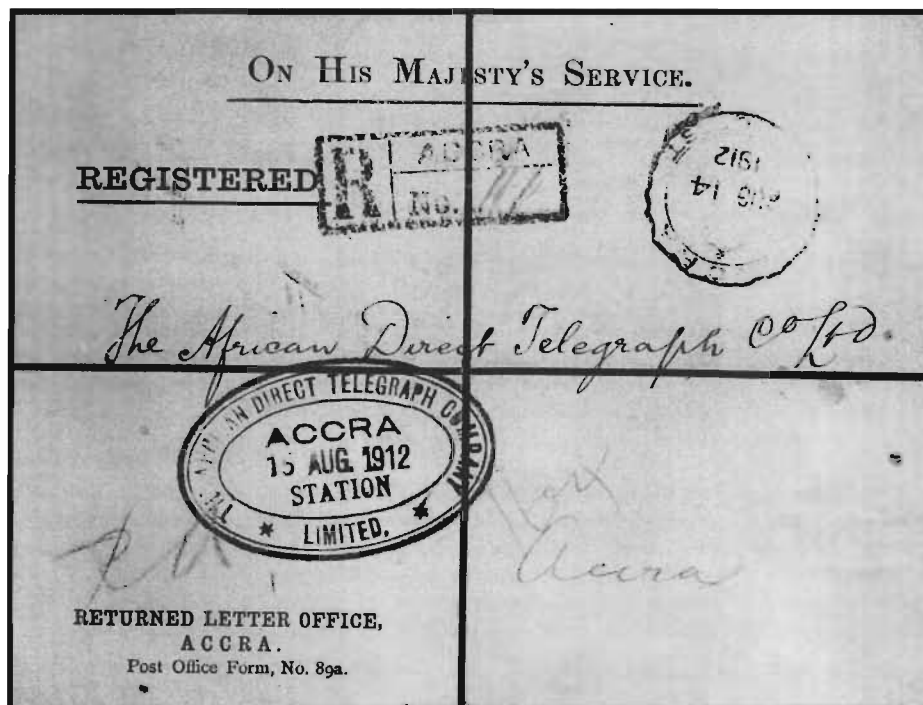


Figure 2

<b>Imprint</b>	<b>Number</b>	<b>Description</b>	<b>Dates</b>
G.C.P.& T.	21	Labelled bundle	1935
	36	Found opened and officially sealed by	1962-1973
	40	Insured label	1917
	47	Parcels despatch note	1928
	49a	(new 1928) Unclaimed 106mm x 52mm	1935
	64	(amended 1939) Telegraphs form	1943
	71	Telegraphs acknowledgement	1936
	132	Advice of Delivery card	2006
	135	Order for Stamps	1936
	153	Certificate of Posting	1949
	154	Certificate of Posting of a Registered Packet	2006
	175	Registered Letter Office Gold Coast 135mm x 110mm	1948
	190	Telegraphs Envelope	1936-1942
	210	Parcel Post Notice (and Customs Advice)	2005
	211	(Amended 1931) OHMS M.O. Advice [Fig 1]	1940
	212	OHMS Envelope 152mm x 102mm	1943-1950
	213	OHMS Envelope 152mm x 102mm	1936-1940
	214	OHMS Post Office Gold Coast Envelope 230mm x 101mm	1941
	215	OHMS Envelope 230mm x 104mm	1915
		OHMS Envelope 227mm x 101mm	1953
	216	OHMS Post Office Gold Coast Envelope 225mm x 128mm	—
	216	OHMS Envelope 245mm x 130mm	1941
	232	Parcel Post Label	1956-1987
	310	(old No. 64) Telegraphs Form	1942-1943
	310	(Late No. 64) Telegraphs Form	1943-1945
	310	Telegraphs Form	1947-1948
	316	Telegraphs Acknowledgement	1946
	317	(Late 71a) Receipt for Cablegram	1949
	317	Receipt for Cablegram	1949
	332	(old No 190) Telegram Envelope	1943
	332	(Late No 190) Telegram Envelope	1945
	332	Telegram Envelope	1944-1953
	570	OHMS M.O. Advice 152mm x 102mm	1953
	834	OHMS Envelope 152mm x 102mm	—
	835	OHMS Envelope 230mm x 101mm	1957
	896	Order for Stamps	1952

Imprint	Number	Description	Dates
Post Office Form	41	OHMS Envelope 134mm x 105mm	1895
	89a	Returned Letter Office, Accra [Fig. 2]	1912
	317	(Previously P&T 71a)	1957
General Form	899	OHMS label for reuse 125mm x 79mm	1941-1942
	899	OHMS Economy label 135mm x 72mm	1952
GPO	T 64	Telegraphs Form	1941
No imprint	202	Returned Letter Office Envelope 228mm x 104mm	1941
	213	OHMS Envelope 146mm x 101mm	1935



## Free French in the Gold Coast

Jeremy Martin FRPSL

Recently I obtained a fragment of a 1942 cover from Accra to Yaounde in Cameroun. It is of interest for two reasons. Firstly, it has been censored three times. In the Gold Coast a feint blue Type 1A cachet number 9 (Ref 1) has been applied, then in Nigeria a red half moon type 2 mark (Ref 1), and ultimately it was struck with a Postal Control mark upon arrival in Cameroun.

Secondly, whilst in the Gold Coast a double circle mark was applied, reading UNION DES FRANCAIS LIBRES DES GOLD COAST—LE PRESIDENT, enclosing the Cross of Lorraine



### Reference

1. Martin J.J. & Walton F.L., *West African Censorship*, p??, WASC, Dronfield 2<sup>nd</sup> Edition 1999

# French Equatorial Africa—Late use of the Date-stamp of the “Petit Bureau” of Campo, Gabon

Bill Mitchell

In my article published in *Cameo* 59 (Ref 1) I mentioned that the post office in the small coastal town of Campo in a part of Gabon which was being claimed by Spain was open from 1888-1889 and again, probably, from 1895 until it was closed in 1900 when the Spanish claim to the area was conceded by France. This post office is known to have been used by residents of the nearby settlement of the same name in the German colony of Kamerun, which had no postal facilities at this time. Since the previous article was published I have acquired an example of the CAMPO GABON [FR] cancel which is dated 12 AOUT 06 shown at figure 1, well after the 1900 hand-over.



Figure 1

This cannot be an error in the date-slug, “06” for “96”, as the stamp (Gabon SG 20) was not issued until October 1904 and so, since the stamp has unfortunately been removed from its envelope, the question arises—where was it used, and why?

I have found no evidence that the Spanish authorities maintained postal facilities at Campo, so it seemed just possible that the French post office remained open as a service to the residents of the Kamerun settlement of Kampo. This bright idea was knocked on the head when a check revealed that a post office was opened there by the Germans on 1 June 1906 (Ref. 2), some ten weeks before the date of the cancel on my stamp.

Perhaps the date-stamp was held in reserve at Libreville for occasional use as and when required, either there or at some newly-opened office awaiting a date-stamp of its own. Bob Stone (Ref. 3) records that “it is known “used” at Libreville in 1893, long after [its p.o. was] closed”; but since he wrote this in 1984 it has, of course, been found that the post office was re-opened in (?) 1895. A little later he quotes Pierre Reynaud as suggesting that a contemporary Libreville canceller may have been used for this purpose, so this seems the most likely explanation. Someone, somewhere may be sitting on an envelope bearing a post-1900 Campo cancel and details of the sender’s address, which would help answer this question, but so far I have been unable to make contact with anyone holding such material.

Two post-1900 questions remain. How was mail from Kampo forwarded before its own post office was opened in 1906? I suggest it would have been via Kribi, which had the benefit of a post office from 10 August 1894 (Ref. 4). And, what stamps were used in Rio Muni (the part of Gabon that was ceded to Spain) before its own stamps, inscribed GUINEA ESPAGNOLA, appeared in 1902? Again, I am speculating, but I suspect they were probably the stamps of Fernando Poo, first issued in 1868. They would probably be cancelled BATA or BENITO and would be very, very rare!

## References

1. Mitchell W., “French Equatorial Africa—French “Petits Bureaux” in Territory claimed by Spain and others”, *Cameo*, Volume 7 pp295-299, WASC, May 2003
2. Bratzel M.P., Kraja H. & Maddocks R.J., “*Les Obliterations du Cameroun 1914-1960*”, p22, MPB Canada, 1990.
3. Stone R.G., “*The Diverse World of Postal markings of Gabon/Congo/AEF*”, pp9 and 10, F&CPS (USA), Vaurie Memorial Fund Publication, New York, 1987
4. Bratzel M.P., Kraja H. & Maddocks R.J., “*Les Obliterations du Cameroun 1914-1960*”, p46, MPB Canada, 1990.

# Sierra Leone Edward VII £1 Forgeries

Robin Davis

In the members displays at the 11 November 2006 meeting one of the items shown was a Sierra Leone KEVII £1 value that was thought to be a forgery or to be more precise a £1 value from another colony (Fiji?) which had had the name tablet changed to Sierra Leone, and the value tablet redrawn. This reminded me that on a recent search through the De La Rue Correspondence Files at the National Postal Museum & Archive, London I came across the following two letters that maybe connected.

The first letter dated 3 December 1906 is from Stanley Gibbons to De La Rue and reads as follows:-

*Dear Sirs,*

*Last week we submitted to the Crown Agents for the Colonies the enclosed little book showing some dangerous forgeries which are being made from stamps of your manufacture, and at their request we gave full particulars to Chief-Inspector Arrow of New Scotland Yard, who has charge of the case and is in communication with the police of Paris. We believe that these fakes are being made in Paris. At the suggestion of Mr. Mercer of the Crown Agents' Office we enclose the fakes with the genuine stamps for comparison. It seems to us, that the makers of these fakes take stamps of your regular key-plate design, take out the value and then print in a new high value. In the case of the Gold Coast, £1, this appears to us to have been made from the 4c, of the Straits Settlement by removing the name tablet and also the value tablet and printing in new name and value. Although the enclosed fakes are used, yet the forgers are making them also unused; we need hardly point out that this is likely to cause a very serious loss to the revenue of many of the Colonies.*

*We think it better to place these latest facts before your firm.*

*We shall be obliged, if in due course, you will kindly return to us the fakes and genuine stamps, when you have noted them duly.*

The reply letter dated 7 December 1906 from De La Rue to Stanley Gibbons reads as follows:-

*Dear Sirs,*

*We are much obliged to you for your letter of the 3<sup>rd</sup> instant covering specimens of Colonial stamps in which the values have been changed. We notice that in several instances the duty has been removed by simply scratching it out.*

The reply letter from De La Rue is what I would call, from other letters I have seen, a typical reply to an outside letter concerning stamps. We do not of course have illustrations of the actual above forgeries enclosed with this letter but the important fact is that Gibbons took the trouble to make a report to the police and write to both the Crown Agents & De La Rue about what they regarded as dangerous forgeries. In any event De La Rue/Crown Agents must have been concerned as in 1907 colour changes were made to the high value Colonial stamps.

For more details concerning these changes see second paragraph on page 208 of “*The Postal Service of Sierra Leone*” by P.O. Beale and the “*De La Rue Keyplates*” by Robson Lowe, in particular pages 13-14.

Co-incidentally, following the same meeting, Frank Walton has written with illustrations; see the next page.



# Sierra Leone Edward VII £1 Forgeries

Frank Walton FRPSL



Figure 1: Forgery  
Multiple CA Watermark



Figure 2: Genuine



Figure 3: Forgery  
CA Watermark

At a Society meeting in London, Michael Ensor showed a used copy of the Sierra Leone Edward VII £1 value (Fig. 1). He was concerned that it didn't look quite right. My immediate reaction was that it was a forgery, although I wanted to look at it alongside my own copy.

When compared with a genuine copy (Fig. 2), it is obvious that this is a forgery. The overall clarity of the printing is far less sharp, but the most significant difference is the shape of the pound sign and the numeral one in the value tablet.

I have a copy of this forgery in my collection (Fig. 3), which looks identical in printing quality and also has a very similar 'postmark'. However, on closer inspection I realised that whilst Michael's example was on Multiple Crown CA watermarked paper, mine was on the earlier single CA paper. It would be interesting to record other examples to see which watermark is more frequently encountered.

The forgeries were almost certainly created by taking genuine stamps on red watermarked paper, such as the Fiji 1d values which have a low catalogue value, bleaching out the design and then printing the stamp.



## Cameroun 1961 6d surcharge double

Brian Lythgoe



I can illustrate herewith another new discovery relating to the fascinating 1961 Sterling surcharge set. As far as I know a double surcharge has not been reported before on the 6d value. It came into my hands at a very reasonable price from a small British provincial auction house. I have not had it expertised but the shape, size and colour of the letters of both strikes of the surcharge look exactly right to me. This value was issued and surcharged in sheets of 25, so there may be 24 more copies out there to find!

# The Gambia Queen Elizabeth II Definitive Issue

Jeremy Martin FRPSL

*This article first appeared in the London Philatelist volume 116, January/February 2007 and is reproduced here with permission of the author.*

The British Library Philatelic Collections contain a wealth of material that John Powell and I have been listing in preparation for publishing an index covering the West African countries.

The following imperforate colour proofs of the 1953-59 issue of the Gambia can be found under the heading *Proofs from 1913*. The proofs are attached to sheets of paper and have either a tick for approved or a cross for not approved marked against each one. (*ed—as my software does not include a tick I have used words instead of the symbols*)

## Sheet 1

½d olive green and blue green. Approved but not as issued  
1d darker colours than the issued stamp, the same frame as the issued ½d. Not approved  
1½d darker colours than the issued stamp, the same frame as the issued ½d. Not approved  
6d paler colours than the issued stamp, same frame as the issued 1d value. Not approved  
1/- paler yellow-brown than the issued stamp same frame as the issued 1/- value. Not approved  
2/6d colour and frame as issued. Approved  
5/- head darker than issued, frame as for the issued stamp. Approved  
All were approved or not approved on 3 September 1952

## Sheet 2

2½d darker colours than the issued stamp, frame as issued. Approved  
3d slight variations in colour, frame as issued stamp. Not approved  
4d colour and frame as issued. Approved  
These were also approved or not approved on 3 September 1952

## Sheet 3

1/3d colour and frame as issued stamp. Approved  
2/- more blue than the issued stamp, frame as the issued 1d value. Not approved (Figure 1)  
4/- slight variations in colour, frame as the issued 1½d value. Not approved (Figure 2)  
10/- colours slightly lighter than the issued stamp, frame as the issued 1½d value. Not approved  
£1 colours similar to the issued stamp, frame as the issued 1½d value. Not approved  
Again, these were also approved or not approved on 3 September 1952

## Sheet 4

A smaller piece of paper: ½d, 1d, 1½d, 3d, 6d, 1/-, 2/-, 4/-, 5/-, 10/- and £1 values were all approved on 11 December 1952 (Figure 3). The 2½d, 4d, 1/3d and 2/6d values had been approved previously.



Figure 1



Figure 2

166

GAMBIA.

POSTAGE & REVENUE STAMPS.

SP37

Reqn. 1103/1.

28th November, 1952.



726/15



727/25



728/22



730/43



732/33



733/25



735/26



736/19



737/65



738/26



739/34

Thomas De La Rue & Co. Ltd.,  
110, Bunhill Row,  
London. E.C.1.

*Approved*  
*[Signature]* 1/12/52

These proofs show how carefully the Crown Agents worked to ensure that stamps were issued in suitable colours and that the frames balanced the designs. The stamps were recess printed by De La Rue & Co Ltd and first issued on 2 November 1953.

My thanks go to Paul Skinner, Curator of the Philatelic Collections at the British Library for his help, and to John Powell for working with me on recording these collections.

# Recent discoveries and developments in Cameroonian stamps (2006)

Hans Peter Hauschild

After many problems about actually finding out which stamps have been issued by the Cameroun Postal Service in recent years, a French stamp collector and friend of mine, M. Bergossi, started work in Cameroon during early 2006 and began to look for well documented information about all the issues still pending with the catalogue editors, stamp researchers and collectors.

## The Japan Visit Set

He immediately came across a strange set of stamps celebrating cooperation between Cameroon and Japan. Some of these stamps were offered in Post Offices and in the philatelic department of the main post office in Yaounde, where 100, 500 and 1000 FCFA stamps and FDC covers with at least the 250 F and 370 F values were on sale.

Strangely the FDCs were prepared with imperforate stamps!

The first day of issue of the set was given as the 6<sup>th</sup> of September 2005, but in March 2006 none of the stamps were available in Post Offices.



Later on it was found out that the stamps had been recalled from the Post Offices very shortly after they were first distributed because the planned trip of President Biya to Japan in September 2005 had been postponed to April 2006. Finally after the state visit had then taken place in 2006 the stamps were reissued and in July 2006 they were available all over the country.

There are eight stamps in the set, with values of: 100, 125, 200, 250, 370, 410, 500 and 1000 F CFA,. All stamps have the same design colours, differing only in the colour of the letters for the stamp value (100 and 410—red, 250 and 370—green, all others black). Only the 125 F stamp has the year 2005 after the word Postes, all others have only Postes, written in the lower left corner of the design.

Used stamps frequently appear on letters since July 2006, any postmarks before that date and especially those between September 2005 and April 2006 must be considered as extremely rare and therefore of high interest for collectors.

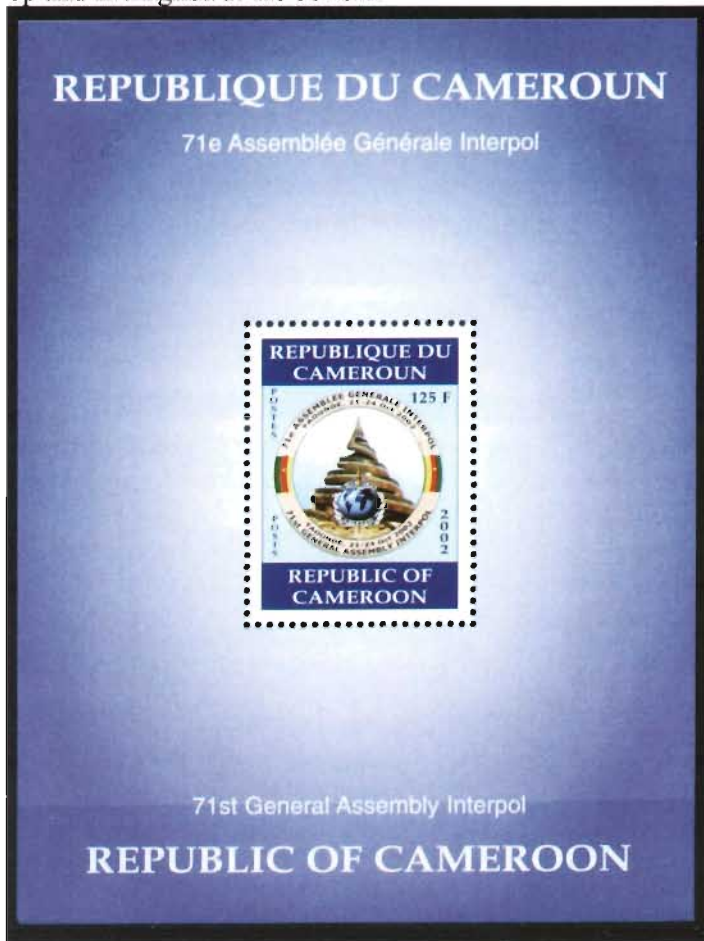
As experience with other sets shows collectors should not wait too long before buying the complete set because especially the 100 F and the 125 F values can be sold out very quickly, since these stamps are needed for all inland mail in the country. Think of the scarce 1993 125 F overprints (Michel 1198 and 1199), the OAU summit stamp Michel 1221, tourism set stamps 1226 (100 F) and 1227, CEMAC and AIDS stamps 1237 and 1243 – all valued 125 F, all almost impossible to obtain mint, but very common as used.



The 2005/2006 set of eight definitives with all common postage rates used in Cameroon commemorating the co-operation between Cameroon and Japan.  
 New Michel numbers 1249 - 1256

### The Interpol Miniature Sheet

Looking through the stocks of the philatelic department our French friend came across a block unknown until recently, showing the 2002 125F Interpol stamp on a blue background with the text in French at the top and in English at the bottom.



All the blocks he could find had a small number in pencil writing in the upper left part below the word Republique, some post office clerk had already numbered the blocs to better administrate his stock. The stamp is identical with the well known 2002 Interpol stamp, new Michel Number 1248.

Please note that my numbering reflects the latest amendments to the Michel catalogue: as another discovery, below, has forced the Michel Catalogue editor to change their numbers as from 1225.

### The 1997 Square



This is another stamp that has been found used on mail and therefore presumably has now to be considered as a postage stamp with official sanction for postal use during 2006. It is a small square stamp (side length: 15 mm) originally designed and produced to pay the fees for opening an account with the Cameroonian Postal Savings Bank.

I am at present not aware of the meaning of the different abbreviations on this stamp:

C E P --- P O S B (Caisse d'Epargne Postale --- Post Office Savings Bank?) and the obvious commemoration of 5 years of O.R.F. (?)

The new Michel Number 1225: Postal Savings Bank discovered in 2006

## The 200 F Aerogramme



An aerogramme with a stamp imprint design that has not (yet!) appeared as an officially issued stamp is on sale in Cameroonian Post Offices. The stamp shows the main Post Office building in Yaounde.

Strangely enough the English version of the country's name bears an accent égu on the E of RÉPUBLIC OF CAMEROON

This stamp or Aerogramme has not yet been classified in the Michel catalogue.

## The 1976 Military stamp



A second issue of the already known military postage stamp of 1963 has also been found presumed to have been issued in 1976. Just as for the previous stamp this new issue is fully bilingual, bearing the country's name in French: Republique Unie du Cameroun on the left and in English: United Republic of Cameroon on the right. F M for Forces Militaires is in the upper part of the stamp, M D – F for Military Defence Forces (?) in the lower central part of the stamp.

## Home-made perforations

The following figures illustrate the latest of M. Bergossi's discoveries - two stamps with obviously amateur home made perforations.



It appears that these are made with official sanction out of pure desperation in order to get usable and deeply needed stamps for inland postage. Some or all of the available imperforated sheets have been sewing machine pierced through in order to make it easier to separate these stamps from one another in lack of a good pair of scissors which does not necessarily exist in all Cameroonian Post Offices. Either they have

never had any or they are “lost”, broken or have found their ways out of the offices and into the private stocks of some interested post clerks.

Below have a look at yet another block of six from a sheet with these irregular perforations bought recently in a Post Office in Cameroon. These stamps are in the possession of M. Olivier Bergossi presently living in Yaoundé, Cameroon and doing a great work for all collectors interested in Cameroonian stamps.

He can be contacted by email: [olivier.bergossi@utt.fr](mailto:olivier.bergossi@utt.fr) or/and: [olivier.bergossi@free.fr](mailto:olivier.bergossi@free.fr) for any question or information about all the issues and items mentioned in this article.



These latest home-made perforations may only be the most obvious sign of an increasing lack of planning and administration in the Cameroonian Postal System. The sewing machine perforations provide an obvious risk of postal forgery by colour photocopying sheets of the issued stamps; or are the Post Office already doing this too? It would be useful to compare the paper weight and surfacing with the properly perforated stamps.

Stamps are not being produced in numbers that suffice for inland postal demands: it appears the 125 F stamps needed for inland postage are not available at the Post Office and so everybody tries to help himself and get along with whatever he has or can produce to cope with the situation. I would not at all be surprised to see some 125 F rubber stamped overprints appear shortly on other issues of Cameroon.

# The General Screw Steam Shipping Company's African Contract, 1850-52

Colin Tabeart

I am much indebted to John Dickson for his considerable help with this article.

## The Contract

By 1850 contract mail steam ships had been in operation for some time between English ports and: Europe (several routes), Canada, the USA, the West Indies and Central America, the Mediterranean ports, and, as an extension of the Mediterranean service, from Suez to India and China. Royal Navy packets also conducted a monthly service mostly by steam to West Africa, but all these were conducted in stages, with convenient coaling depots strategically placed along the route. Really long-distance services, basically those to South America and Australasia, were still served by sailing packets.

The service to Australia had been debated at great length: it had nearly been converted to steam in 1849, but the company formed to carry out the venture was made of straw and never remotely looked likely to achieve its ambitions. The great question was whether to get to Australia via the Alexandria-Suez link, or follow the all-sea route around the Cape of Good Hope. Eventually the Admiralty hedged its bets by adopting both routes with the early contracts. As a part of this scene, General Screw offered in January 1850 to carry the mails to Sydney via the Cape. A decision on the Sydney part of the offer was deferred, but on 22 November 1850 the Company signed a contract for a monthly service with the South African mails. (Ref 1)

Essential elements of the contract were:

A monthly service from Plymouth to Cape Town and return, via St Vincent and Sierra Leone to be conducted by a sufficient number (3 at least) of screw steamers of at least 900 tons and 200 horsepower. (At 3 month's notice the route could be varied, and subsequently was.)

The contract was to run for seven years, the Company to receive the equivalent of 4 shillings a mile, or an annual subsidy of £30,730. A year's notice of termination was required.

The average speed was to be 8 knots, the service to commence from Plymouth on, or after, 14 December 1850, and from Cape Town on 27 Jan 1851.

The usual Admiralty Agent to be carried, with powers to enforce and interpret the contract.

Failure to provide a ship, sail on time, or putting back after sailing, to be subject to penalties, as also was deviation from the set route unless agreed by the Admiralty Agent.

The Admiralty had the right to purchase or hire ships at reasonable rates. This in fact happened during the Crimean War and effectively put the Company out of business. This was after the Service to Sierra Leone had ended, so need not concern us further here.

## The Call at Sierra Leone

The call at Sierra Leone was not popular with the Company, with Cape Colony, or with passengers undertaking the entire voyage between Plymouth and Cape Town. The *Cape of Good Hope and Port Natal Shipping and Mercantile Gazette* of 7 March 1851 summed up the position neatly: "*An effort, we understand is to be made to prevail upon the Home Government to alter that part of the existing arrangement, requiring the steamers to touch at Sierra Leone. By that course the voyage is lengthened by at least 6 days; and many persons are deterred from taking passage in the steamers by their dread of the noxious climate of that part of the coast. It appears, also, that the authorities at Sierra Leone consider that the object of speedy communication with the coast squadron could be more efficiently attained by other means. It is greatly to be hoped that this most desirable alteration of the present plan will be effected.*"

Colonial Office, Cape Town, March 12, 1851:

*"Sir, I have the honour to acquaint you that the petition enclosed in your letter of the 6<sup>th</sup> instant, was transmitted to Earl Grey by the Propontis, steamer, with this remark only on the part of the Colonial Government, that the saving of time which would be effected by abandoning the station at Sierra Leone*

would be of the greatest value, especially during the continuance of the Kafir war, when rapidity and regularity of communication is much to be desired." [signed] John Montague. (Ref 2)

On 26 March 1851 the Company wrote to the First Lord of the Admiralty as follows:

"Sir,

*I have the honour, on the part of the General Screw Steam Shipping Company, to propose to Her Majesty's Government a modification of their existing contract to the Cape of Good Hope, and its extension to the Mauritius, and from thence to Ceylon, Madras, and Calcutta, on a basis which will, the company trust, secure the approbation of the Government and the goodwill of the colonists for the advantages, both political and commercial, which the establishment of the project promises to afford.*

*"The modification the company have to suggest is, that the service to Sierra Leone shall be maintained by an auxiliary steamship from St. Vincent's or some other convenient island. The deviation it involves has been found obstructive and inconvenient in the performance of the general service, and Her Majesty's Government may probably consider that its exigencies and those of the public would be more efficiently supplied by a ship which should not only visit Sierra Leone, but the several establishments on that line of coast. This service the company will undertake at 4s. per mile.*

*"The company, by the terms of their present contract, are bound to use ships of 900 tons burthen and 200 horse power; they now propose for the extension of the service to employ ships of not less than 1,700 tons burthen and 300 horse power, which shall maintain an average speed of nine miles per hour.*

*"Reckoning the sailing distances from the port of departure in England to the Cape of Good Hope at 6,500 miles, from the Cape of Good Hope to the Mauritius at 2,278 miles, from the Mauritius to Point de Galle, in Ceylon, at 1,900 miles, and from Point de Galle, touching at Madras, to the River Hoogley at 1,457 miles, the company will undertake to deliver the mails at the Cape of Good Hope on the 31<sup>st</sup> day, and at the Mauritius on the 43<sup>rd</sup> day, inclusive of two days' detention at the Cape; further, the time of communication between the Cape of Good Hope and the Mauritius will then be 11 days, between the Mauritius and Point de Galle nine days, between Point de Galle and Madras three days, and between Madras and the mouth of the Hoogley, four days; the whole distance between the port of departure and the mouth of the River Hoogley, inclusive of a detention of two days at each of the intermediate ports, being performed in 64 days.*

*"The return service will be so arranged as to secure for the Cape of Good Hope and the Mauritius a monthly despatch of mails, with nearly undeviating regularity.*

*"The company therefore propose not only to connect together the several political and commercial salient points between this country and Bengal, but to establish a postal service with the Mauritius, and between the Mauritius and India, as expeditious as, and much more advantageous than any other line which can be, in their opinion, suggested.*

*"It will not escape the attentive consideration of Her Majesty's Government that ships of the size, power and speed intended for this service will at all times, and under every circumstance secure an uninterrupted communication.*

*"In conclusion, I have to state that the company are prepared to contract with Her Majesty's Government for the performance of the suggested service in the manner specified herein, at the rate of 4s. for each mile run; the contract to be for 10 years, with one year's notice.*

*"Any further explanation or elucidation of the plan will be gladly offered.*

*"I have, &c.*

*(signed)*

*Henry Currie*

*To the Right Hon. Sir Francis Baring. Bart. M.P., First Lord of the Admiralty."* (Ref 3)

The second General Screw contract came into effect in June 1852. Freetown was dropped and Ascension substituted, Ascension being the main base of the West Africa anti-slavery squadron. Mauritius, Point de Galle, Madras and Calcutta were added to the itinerary, but that is of no concern to the West Africa story. So, in practice, the Sierra Leone call was discontinued after only 18 months. This was also before the next contractor was ready to take over, so the pleas of the interested parties were obviously listened to, but the best interests of West Africa were, perhaps, not so well served.

## **The Ships**

The contract was undertaken early, at the Admiralty's request, the first ships being of much lower specification than called for by the contract, presumably a concession allowed in return for early action. The Jocelyn Committee recorded the first four ships as follows(Ref 4):

Ship	Frame	Tonnage	Horsepower	Passengers
<i>Bosphorus (Fig 1)</i>	Iron	530	80	30
<i>Hellespont</i>	Iron	530	80	30
<i>Propontis</i>	Iron	560	80	30
<i>Sir Robert Peel</i>	Iron	320	40	10

The other ship used for the West Africa contract was *Harbinger*, iron screw steamer, 848 tons.

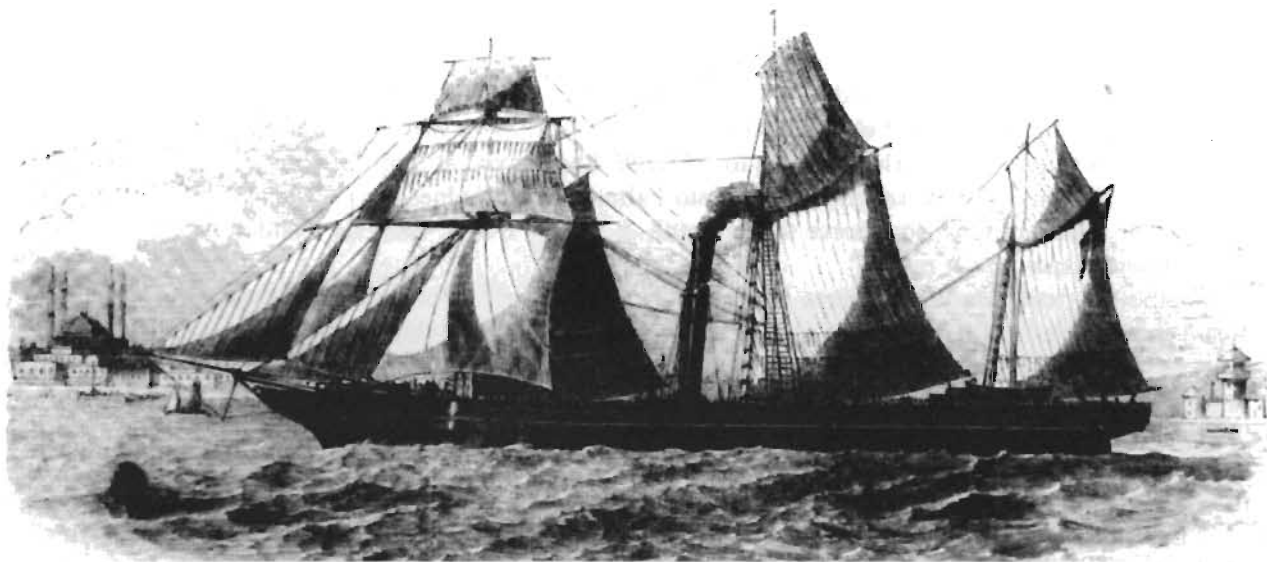


Figure 1 General Screw Steam Ship *Bosphorus*

### 1850 - 51 Sailings

All reports are from the *Hampshire Telegraph and Sussex Chronicle (HTSC)* unless otherwise indicated. All UK arrivals and departures were at Plymouth unless otherwise stated.

Dates and data marked \* are taken from the *Report of the Select Committee on Steam Communications with India &c*, printed on 27 June 1851 by order of the House of Commons, sometimes referred to as the Jocelyn Committee.

Ship/Commander	Sailed UK	Dep Vincent	St Leone	At Leone	Sierra	At Cape Town	At Leone	Sierra	Dep Vincent	St UK	Arrive UK	Notes
<i>Bosphorus</i> /J Vine Hall	18 Dec 1850*	30 Dec*	3 – 4 Jan*			27 Jan/2 Feb*	19/22 Feb*	28 Feb*	13 Mar*			1
<i>Propontis</i>	17 Jan 1851	30 Jan*	4/5 Feb*			1/7 Mar*	24/24 Mar*	31 Mar*	16 Apr*			2
<i>Hellespont</i>	15 Feb*	26 Feb*	2/6 Mar*			29 Mar/4 Apr*	19/20 Apr*	25 Apr*	9 May*			3
<i>Sir Robert Peel</i>	15 Mar	29 Mar	2/4 Apr			27 Apr/2 May	18/19 May	26 May	10 Jun			4
<i>Bosphorus</i>	15 Apr	28 Apr	2/5 May			25/31 May	17/18 Jun	24 Jun	8 Jul			5
<i>Propontis</i>	15 May	27 May	31 May/1 Jun			26 Jun/4 Jul	15/21 Jul	28 Jul	11 Aug			6
<i>Hellespont</i>	15/16 Jun	27 Jun	1 – 2 Jul			24 Jul/1 Aug	16/18 Aug	23 Aug	9 Sep			7
<i>Sir Robert Peel</i> /Boxer <i>HMS Birkenhead</i>	15 Jul	29 Jul	2/16 Aug			15/24 Sep Dep 12 Sep	13/14 Oct	22 Oct	7 Nov 19 Oct			8
<i>Bosphorus</i>	15 Aug	26 Aug	31 Aug/1 Sep			23 Sep/1 Oct	16/17 Oct	23 Oct	5 Nov			9
<i>Propontis</i>	16 Sep	28 Sep	3 – 4 Oct			31 Oct/5 Nov	20/21/Nov	28 Nov	12 Dec			10
<i>Harbinger</i>	15 Oct	27 Oct	3/5 Nov			26 Nov/2 Dec	16/17 Dec	23 Dec	6 Jan			11
<i>Hellespont</i>	15 Nov	26 Nov	30 Nov/1 Dec			22/28 Dec	11/12 Jan	18 Jan	29 Jan			12
<i>Bosphorus</i> /Hall	16 Dec	30 Dec	4/5 Jan			27 Jan/3 Feb	18/19 Feb	23 Feb	13 Mar			13

## Notes

1. *HTSC* dated Saturday 21 Dec 1850: "The first mails for the Cape of Good Hope, Sierra Leone, and the Cape de Verdes, was despatched from Plymouth on Wednesday in the screw steamer *Bosphorus*. The occasion was marked by a grand demonstration, the mails being conveyed from the post office in a carriage with 4 greys, followed by a procession including 3 military bands the mayors of Plymouth and Devonport, and the magistrates, police and a large number of persons interested in the property and trade of the town. The *Bosphorus* lay alongside the Millbay Pier." A call was made at Madeira on 24 Dec outbound, where 6 passengers were landed. At Sierra Leone outbound she took in 95 tons of coal from the hulk *Columbia*.\* "*Bosphorus*, Capt J Vine Hall, arrived at Plymouth on 12 Mar, from the Cape via Sierra Leone. Feathering of the screw adds nearly 2 knots to her speed." (Ref 5) The ship's log as quoted by the Jocelyn Committee has arrival on 13 March. "By the arrival of the *Bosphorus* at Plymouth we have advices from the Cape of Good Hope to 2 Feb. She reached the Cape from Plymouth on 27 Jan. Arrived at Sierra Leone 18 Feb and left on the 22<sup>nd</sup>, delayed through insufficient supply of fuel."
2. Called at St Helena on 16 Feb. "Portsmouth Sat 19<sup>th</sup> Apr. *Propontis* arrived at Plymouth on Thursday [17 Apr] with Cape of Good Hope papers to 7 March. She arrived at Sierra Leone 23 Mar & left on 24<sup>th</sup>. Arrived St Vincent's 29<sup>th</sup> & sailed 31<sup>st</sup>. Put into Falmouth on Wednesday [16<sup>th</sup>] at 2 p.m. due to strong winds. Cdr Mellersh took post horse to Plymouth & left by 6 a.m. train for London on Thursday with Government dispatches & mails."
3. Outbound mails landed at Sierra Leone 7.30 p.m. 2 Mar.\* "Portsmouth 10 May. *Hellespont* mail steam ship, arrived at Plymouth at 6 o'clock yesterday morning from the Cape of Good Hope. She left the Cape at noon 4 April, Sierra Leone on 20<sup>th</sup>, & Cape de Verde on 25<sup>th</sup>, & has therefore accomplished the voyage in rather less than 35 days."
4. "Portsmouth 14 June. The Screw Steam Ship *Sir Robert Peel* arrived at Plymouth on Tuesday morning [10 Jun] with the mails from the Cape and coast of Africa, in charge of Cdr Woodridge. She left the Cape on 2 May, calling at Sierra Leone on the 19<sup>th</sup> & sailing 20<sup>th</sup> May."
5. "Devonport. *Bosphorus* screw steamer, sailed on Tuesday afternoon [15 Apr] with the mails for Madeira, Cape de Verde's, Sierra Leone & Cape of Good Hope." Outbound delay at Sierra Leone due to poor coaling organisation. "Portsmouth 12 July. By the arrival of the *Bosphorus* from the Cape of Good Hope, we have letters & papers to 31 May inclusive. She arrived at & left Sierra Leone 16<sup>th</sup> June [? - poor print] St Vincent 23<sup>rd</sup>, arrived Plymouth at 6 pm last Monday [7 July]." (Ref 6)
6. "Portsmouth 16 Aug. *Propontis* left Plymouth 15 May, reached St Vincent 27<sup>th</sup> & sailed same day for Sierra Leone, arriving 3 June & sailing next day for the Cape, which she reached on 26<sup>th</sup> June. *Propontis* arrived at Plymouth on Monday [11 Aug] with Cape mails to 4<sup>th</sup> July. Left Sierra Leone on 21<sup>st</sup> & St Vincent on 28<sup>th</sup> *Sir Robert Peel*, with outward mails, arrived at St Vincent on 27 July."
7. "Devonport - *Hellespont* sailed on Monday morning [16 Jun] with the monthly mails for Sierra Leone, St Helena, & the Cape." (Ref 7) "Portsmouth 13 Sep. *Hellespont* with mails from the Cape, Sierra Leone, & St Vincent, in charge of Cdr Robertson RN, arrived at Plymouth on Tuesday [9 Sep], having left the Cape on 1 Aug, Sierra Leone the 18<sup>th</sup>, & St Vincent the 24<sup>th</sup> [?]. She brought [mail] bags from HM Ships *Flying Fish*, *Tiger*, *Sampson*, *Archer*, *Prometheus*, *Penelope*, *Alecto*, *Castor*, *Dover*, *Retribution*, *Birkenhead* & *Cyclops*."
8. "Devonport. *Sir Robert Peel*, with the mails for the Cape etc, under the charge of Cdr Wainwright RN, sailed at 15 minutes past 3 on the afternoon of Tuesday [15 July]." "Portsmouth 13 Sep. *Sir R Peel* broke down a few hours before she berthed at Sierra Leone on 4<sup>th</sup> ult. ... a serious defect that had to await arrival of *Hellespont* to effect repairs." NB *Hellespont* arrived on 16/18? August, so *Sir Robert Peel* cannot have left until after that date. The homeward mail was sent from the Cape on 12 Sep 1851 by HMS *Birkenhead* and landed at Plymouth on 19 Oct. (Ref 8) "Devonport. *Sir Robert Peel* arrived on Saturday morning last [8 Nov] from the Cape of Good Hope, but brought no news having sailed before the *Bosphorus*. She brought a heavy African mail."
9. "Portsmouth 8 Nov. *Bosphorus* arrived at Plymouth on 5 Nov at 9 a.m. with advices from the Cape of Good Hope to 1<sup>st</sup> Oct. At Sierra Leone the 17<sup>th</sup>, St Vincent 22<sup>nd</sup>."
10. "Devonport. *Propontis* arrived on the night of the 11<sup>th</sup> inst from the Cape of Good Hope, & having discharged her mails proceeded to London to discharge her cargo."
11. "Portsmouth 10 Jan. *Harbinger*, mail packet, arrived at Plymouth on Tuesday morning [6 Jan] with advices from the Cape of Good Hope to 2<sup>nd</sup> Dec. Touched at Sierra Leone on 16 Dec & left on 17<sup>th</sup>. Left St Vincent 28<sup>th</sup>."
12. "Devonport. *Hellespont* sailed on Saturday last [15 Nov] with mails for the Cape of Good Hope."

“*Hellespont* arrived at Plymouth yesterday [30 Jan] from the Cape of Good Hope. Left Simon's Bay 28 Dec, Sierra Leone 12 Jan and St Vincents 18 Jan. She has made one of the quickest passages on record.”

13. “Devonport. *Bosphorus*, mail steamer, Capt Hall, arrived from the Cape of Good Hope Saturday last [13 Mar], & having landed her mails proceeded to London to discharge her cargo & refit.”

### 1852 Sailings

All reports from the *Hampshire Telegraph and Sussex Chronicle* unless otherwise indicated. All UK events at Plymouth unless otherwise stated.

Ship/Commander	Sailed UK	Dep Vincent	St Leone	At Sierra	At Cape Town	At Leone	Sierra	Dep Vincent	St	Arrive UK	Notes
<i>Propontis</i>	15 Jan 1852	28 Jan		2/3 Feb	26 Feb/3 Mar		18/19 Mar	25 Mar		6 Apr	1
<i>Harbinger</i>	15 Feb	26 Feb		1 – 2 Mar	24 Mar/1 Apr		15/16 Apr	23 Apr		7 May	2
<i>Hellespont/Watts</i>	16 Mar	29 Mar		2/3 Apr	23 Apr/2 May		17/18 May	24 May		6 Jun	3
<i>Bosphorus/Hall</i>	15 Apr	29 Apr		3 – 4 May	24/29 May		13/14 Jun	21 Jun		6 Jul	4
<i>Propontis</i>	15 May	30 May		2/3 Jun	26 Jun/2 Jul		18/19 Jul	26 Jul		9 Aug.	5

### Notes

- “Devonport 17 Jan. *Propontis* screw steamer, arrived on Wednesday from London and sailed on Wednesday [14<sup>th</sup>] for Cape of Good Hope with the monthly mails.” The report from Portsmouth says she sailed on Thursday the 15<sup>th</sup>, with mails for the Cape of Good Hope and elsewhere. “She takes out ammunition and rifles, and 215 pairs of Colt's American revolvers.”
- “Devonport 21 Feb. *Harbinger*, screw steamer, arrived from London on the 13<sup>th</sup> inst, was inspected by Cdr Lowe on the following day, & sailed on Sunday [15<sup>th</sup>] for the Cape of Good Hope with the usual monthly mails.”
- “*Hellespont*, Capt Watts, sailed on Tuesday [16<sup>th</sup>] with the usual monthly mails for St Vincent, Sierra Leone, and the Cape of Good Hope.” “Devonport. The *Hellespont*, Watts, arrived at Plymouth on Sunday [6<sup>th</sup>] with dates from the Cape of Good Hope to 2 May, 14 days later than those brought by the *Gladiator*, steam frigate. She left Sierra Leone 18 May and St Vincent on 24<sup>th</sup> May.”
- Mails landed at St Helena outbound – date unknown. “*Bosphorus*, Capt Hall, mail steamer, arrived at Plymouth on Tuesday [6 Jul] from the Cape of Good Hope. Left Table Bay 29 May, Sierra Leone 14 June, St Vincent 19<sup>th</sup> June.”
- “Devonport Saturday August 14<sup>th</sup>. *Propontis* with the mails from the Cape of Good Hope, came in on Monday evening [9<sup>th</sup>] & landed the mails, then proceeded to London to discharge cargo.”

The second General Screw contract, with the extension to India, was inaugurated by *Queen of the South* from Plymouth on 20 June 1852. As far as is known at present, *Propontis* was the last General Screw ship to call at Sierra Leone under the first contract. However, General Screw ships had not done entirely with the West Coast, as some of the early voyages for the African Steam Ship Company to Sierra Leone were by vessels chartered from General Screw. The report of the sailing of *Queen of the South* in the *Hampshire Telegraph* reads: “Devonport. *Queen Of The South* screw steamer, arrived from London on Saturday, and sailed on Tuesday [15 Jun] with the monthly mails for the Cape of Good Hope & the E Indies, but was drawn back the following day by strong contrary winds & in a leaky state.” She eventually left Plymouth on 20 June on the new route to Calcutta via the Cape.

It seems strange that the Admiralty allowed General Screw to drop the call at Sierra Leone before the next contract was ready to serve that locality, but the gap was probably filled reasonably well by HM Ships going out on anti-slavery patrols, as heretofore.

### References

- POST 51/20
- Cape of Good Hope and Port Natal Shipping and Mercantile Gazette* of 14 March 1851
- & 4 *Report of the Select Committee on Steam Communications with India &c, Appendix No. 1*, printed on 27 June 1851 by order of the House of Commons, sometimes referred to as the Jocelyn Committee.
- Nautical Magazine*
- HTSC dated 12 July
- HTSC dated 21 June
- The Times* 20 Oct 1851

# Sierra Leone 2d stamp Shortage in 1955?

Frank Walton FRPSL

Those of you who are familiar with Sierra Leone postal history will probably have seen covers addressed to St. Joseph's Convent in Moyamba from the 1950's. This is one of only a few frequently-encountered sources of internal mail from that period. A group of eight covers came my way as part of a larger auction lot. A brief summary of the covers is given below (destination Moyamba in every case)

Posted	From	Arrived	Adhesives
19 Jan 1955	FREETOWN-BO TPO	2? Jan 1955	2d
20 Jan 1955	SERABU	22 Jan 1955	½d + 1½d
17 Feb 1955	KANRE LAHUN	17 Feb 1955	½d + 1½d
22 Feb 1955	PENDEMBU	24 Feb 1955	½d + 1½d
17 Aug 1955	PUJEHUN	19 Aug 1955	2 x 1d
26 Sep 1955	PENDEMBU	28 Sep 1955	3 x 2d (registered)
1 Nov 1955	MANO	1 Nov 1955	½d + 1½d
21 Feb 1956	SEMBEHU	21 Feb 1956	2 x 1½d

These items cover just over a year, and also show a significant geographic spread of origins. What struck me was the fact that, apart from the earliest one, none have been paid with a single stamp. Could it be that there was a nationwide shortage of 2d stamps in 1955? In my book Sierra Leone King George VI definitive stamps the despatches are listed but do not show any unusual patterns.

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# Gold Coast—The BU I Cancellation

Jeremy Martin FRPSL

Willard Allman showed me recently the cover illustrated at Figure 1. We discussed whether the postmark was ABURI, or BU I, possibly a temporary date-stamp from the interior.



Figure 1

Roy Cooper wrote about this in *Cameo* in January 1988 (Ref 1) and concluded that it was ABURI with the A and R missing. Edward Proud (Ref 2) came to the same conclusion.

I have a type 5 Aburi cancellation on a 1904 cover which measures 24mm diameter and has no dots between the name and Gold Coast. It is dated June 7 and routed via Accra on June 9.

The BU I date-stamp, in violet, on the illustrated cover measures 26mm and has dots between the name and Gold Coast. This is type 12 in the Mackin listing (Ref 3). The postmark date is April 7 1902 and there is a Cape Coast back-stamp of April 18. Willard has queried why the cover should have taken 11 days along the coast.

The 7th April 1902 was a Monday and the 18th was a Friday. Peter Newroth wrote in the *London Philatelist* in October 1999 (Ref 4) about Gold Coast mail routes and showed that, around 1901, mail left Aburi at 13.00 on a Tuesday, arrived Accra at 10.00 on Wednesday, left at 15.00 on the same day, reaching Cape Coast at 05.00 on a Sunday; a journey time of six days. My 1904 cover left Aburi on a Tuesday and was date-stamped at Accra on the Thursday.

So if BU I is ABURI the 1902 cover has taken too long to reach Cape Coast. Or was this postmark used as a temporary canceller up-country? I can find no trace of a BU I on any map, so my best guess is still ABURI. Willard and I would welcome suggestions.

## References

- 1 Cooper, Roy, "Gold Coast—the BU I Cancellation in Violet", *Cameo*, Volume 7 p181-182, WASC, January 1988
- 2 Proud E.B., *The Postal History of the Gold Coast*, p119 and pp518-527, Postal History Publications Co., Heathfield 1995
- 3 Mackin M.T., *The Gold Coast ... Cancellations 1875-1957*, pp6, 8 & 15, WASC, Revised edition 1990
- 4 Newroth, Dr P., "Gold Coast Overland Mail Routes 1875-1901", *London Philatelist*, October 1999 pp267-280, RPSL

# Togo: Anglo-French Occupation Mail 1914—1915

John Mayne

Collectors of Togo will know the work by Charles H. Greenwood on the stamps of the occupation (Ref 1). He shows a letter of 7 January 1915 regarding the discovery by French forces at Sansane Mangu of a stock of 4529 German Yacht stamps of various denominations. As with those found at Kamina the stamps were shared between the British and the French, then overprinted for use during the occupation.

The find included 1883 of the 5pf value and 1909 of the 10pf. The British received 1000 and 908 respectively; the French had 1001 and 883. With such a small number, it was agreed that all overprinting would be carried out at the Catholic Mission, Lome. The French issues are readily identifiable as the typeface used at Lome was different to the typeface for their first issue printed at Porto Novo. The British issues are best identified by the lack of a space either side of the hyphen.



Figure 1

I hold a fragile cover (Figure 1) from Anecho 2 March 1915 to Dahomey with postage of 25c (the French overseas letter rate) met by a pair of German yachts over-printed by the French and a 5 pf British overprint, Sansane Mangu find. The mixed franking suggests philatelic contrivance but I have never seen other mail to the same address, nor until recently the Sansane Mangu issues on cover; they are difficult as single stamps.

I also hold a cover (figure 2, next page) which has on the back flap the crest 'Governor Gold Coast'. 3d postage was met by two half-penny and two one penny yacht surcharges., the left hand ½d value with a dropped 'y' variety. The stamps were cancelled Lome 19 October 1914 before registration labels are recorded to have been used in the occupation period. I am confident the cover was sent at the external registered letter rate. It is addressed to C. Moufflard, the Lieutenant Governor of Dahomey. With the envelope having come from the Gold Coast Governor's office I have always wondered if this was sent by Lt. Col. J.C. Bryant, C.O. British troops but as I had never seen mail identifiable as from him I could not confirm it. The cover passed through Anecho 22 October 1914, Grand Popo 23 October and reached Porto Novo a day later.

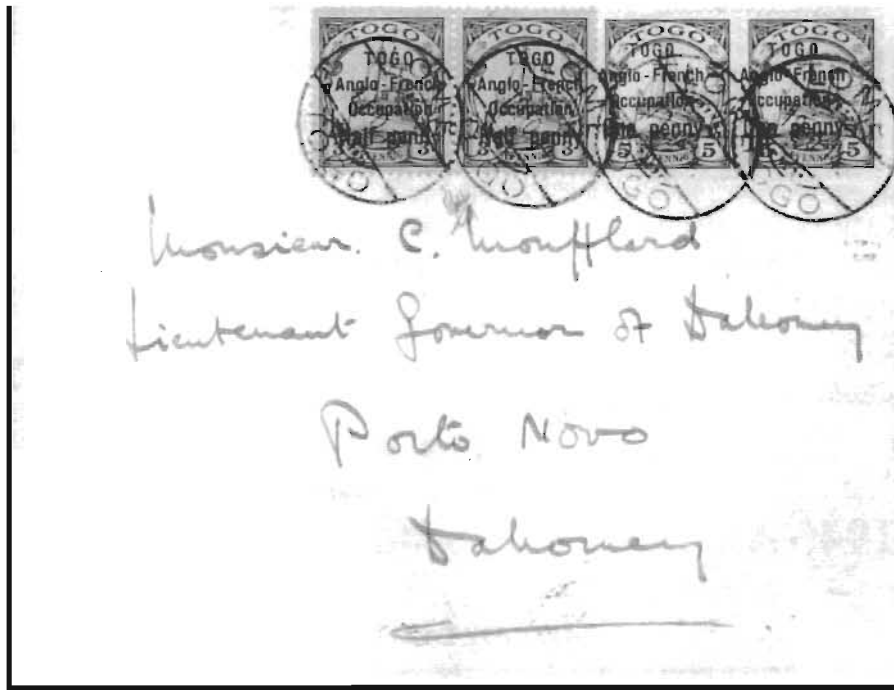


Figure 2

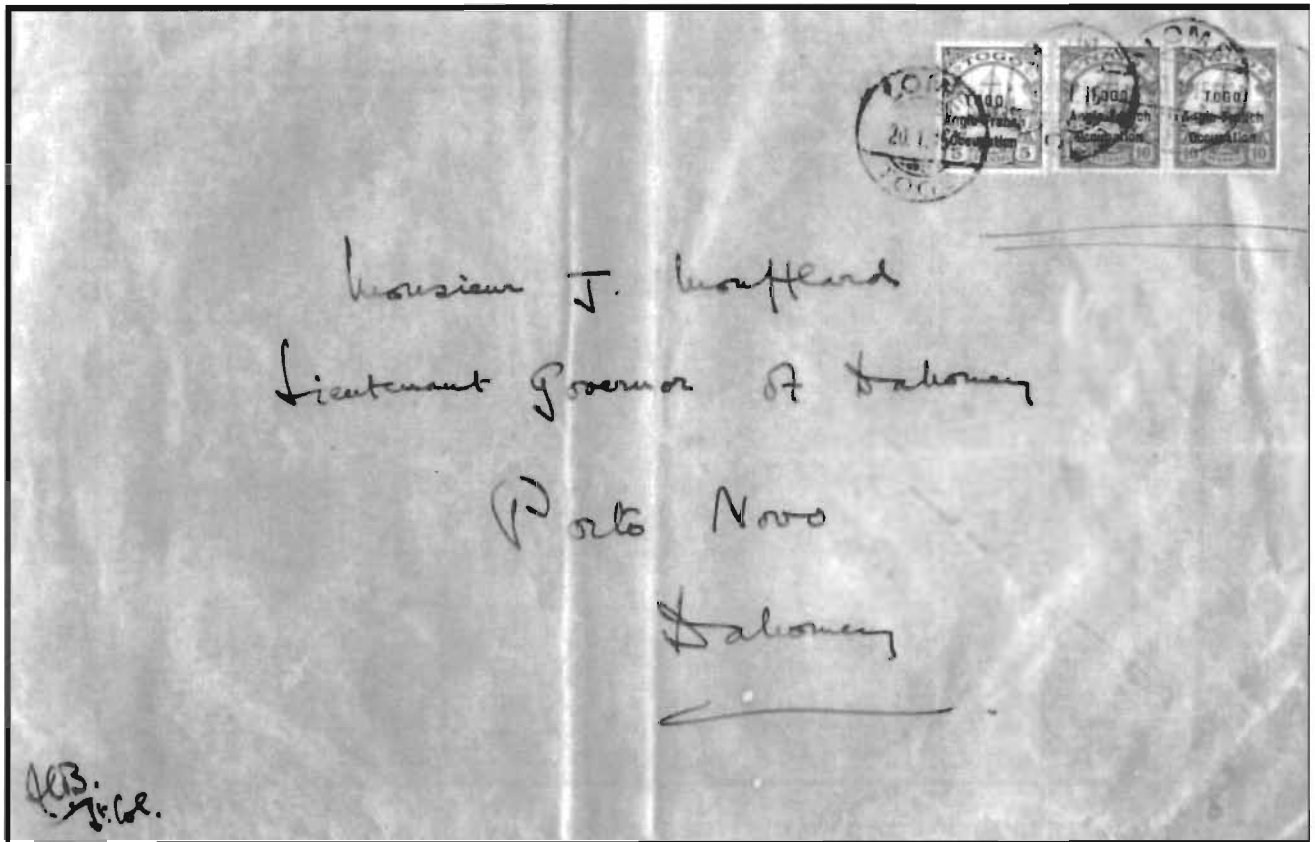


Figure 3

Recently an American auction house offered four covers, all franked with overprinted yachts. Three were clearly philatelic, but the fourth caught my eye. It is illustrated as figure 3, size reduced, as it measures 247 mm x 162mm. This is again addressed to Moufflard, posted at Lome on 21 January 1915. The handwriting matches figure 2. Postage of 2½d has been met by Sansane Mangu issues, again with perhaps a hint of philatelic usage, but on this occasion endorsed "J.C.B./Lt.Col." The address and the endorsement seem to be in the same ink, and I think in the same hand. It is the only mail I have seen endorsed by Bryant. The cover passed via Anecho 21 January 1915, reaching Grand Popo the next day and Porto Novo a day later.

I experienced problems ahead of the auction where this lot appeared, and expected to be unlucky on the day. When the catalogue arrived I wrote for a full-sized colour copy, as it had not been fully illustrated. The auction house failed to reply so I sent a fax asking for a fax by return. By this time there were five inches of snow on my drive, getting worse, and with the auction due the next day! A lengthy telephone call to the States gave me the information I needed, and I learnt that the auction house photocopier had failed, whilst my fax was chewed in the fax machine on arrival destroying the return address so they did not know how to contact me. I left my bid fearing the worst, and joyfully received the item by post, for once at less than estimate.

Reference

1. Greenwood Charles H., *Togo: the Stamps of the British and French Occupations*, Field, London 1916



## 1945 Air mail: Egypt to USA via Lagos

Jeremy Martin



The above cover was shown to the Society of Postal historians by Ian McQueen a few years ago. It started its journey at the Izmir, Turkey office of the American Tobacco Company, but was posted in Egypt in February 1945, and franked 442mils. What is of interest to WASC members is the route cachet via Lagos of a type which I have not seen before. It is likely that this cachet was a private one with space to fill in the destination of each actual letter; in this case "New York".

For airmail rates enthusiasts the 442mil franking is made up of

foreign postage 20g	22 mils
Second step 20g	13 mils
Registration fee	32 mils
Air fee to the fifth step	75 mils each step = 375 mils
Total	442 mils



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# **Did APO 664 in Pointe Noire in 1942 serve US Troops and flights on the Congo Route?**

**Marc Parren**

For a long time the American military involvement in operating the South Atlantic ferrying route as a principal lifeline between the U.S. and Allied forces in the Middle East and beyond was shrouded in fog. However, Richard Helbock's recent work (Ref 5) enlightens more details on the U.S. Army Air Corp's Air Transport Command involvement in West Africa. The loss of the French fleet in 1940 coupled with growing German air force activity from their base in Sicily in the Spring of 1941, caused the British to rely even more heavily on their trans-Africa route, which the British Imperial Airways pioneered in the 1930s, connecting Khartoum with Lagos. This made the U.S. military planners design an air link across the South Atlantic to Africa to allow for a vital connection to the Middle East. It was 10,000 miles from Miami to Cairo and staging points were required. To traverse the 1,800 miles of open water from Natal, Brasil to West Africa by the two-engine aircraft of the day was an immense barrier.

Preceding this, Pan American Airways (PANAM) became an agent of the U.S. Government in November 1940 when it agreed to carry out the construction and improvement of airports on foreign territories. An airfield was constructed in Liberia in 1941 located about thirty miles east of Monrovia, named Roberts Field. The United States was interested in securing it as a vital link in the trans-Africa supply line, but also in defending the Liberian rubber plantations operated by Firestone which extended just across the air field. That same year PANAM also built or improved airfields at Takoradi and Accra in the Gold Coast and Lagos in Nigeria. The establishment of an air base on Ascension Island in July 1942 formed another part of this air link and reduced the open-water crossing to two fairly easy stages. On 6<sup>th</sup> December 1941 PANAM began its inaugural eastbound South Atlantic – Africa flight designated Foreign Air Mail Route No. 22 (FAM-22) by the U.S. Post Office Department. Originating in Miami, the Clipper transporting air mail and passengers stopped at San Juan, Port of Spain, Belem and Natal before crossing the Atlantic to Bathurst and proceeding onward to Leopoldville. By the time the return flight took place on the 13<sup>th</sup> December the United States was in a state of war.

After the Japanese attack on Pearl Harbour on the morning of 7<sup>th</sup> December 1941 the United States declared war on the Axis Powers. Next, asian civilian mails to the U.S.A. were either carried to Lisbon for connection with the PANAM FAM-18 route across the Atlantic to New York, or from Rangoon by BOAC Horseshoe Route to Durban, then by sea to the U.S.A. An alternative route was offered to Khartoum for onward transportation by BOAC's trans-African route to Lagos or Leopoldville, to connect with PANAM's FAM-22 route across the South Atlantic. FAM-22 was offered on a fortnightly basis until mid-November 1942 (Ref 1). Alongside the civilian FAM-22 bi-monthly flights, Air Transport Command offered a South Atlantic connection linking Natal with Takoradi or Lagos via Ascension Island for delivery of supplies, mail and military personnel to the Middle East (ref 2).

Then, during the latter half of 1942 the U.S. Army Air Corp's Air Transport Command took over the ferrying and transport services from PANAM and new priorities were established for the carriage of passengers and cargo. For a certain period of time in 1942, the route across the South Atlantic involved the largest amount of air mail and military supplies of all routes under Air Transport Command control. Accra, Gold Coast was selected as Headquarters of the Central Africa Division of the Air Transport Command and Roberts Field became the West African terminus as the route was extended east all the way to Karachi, India over two alternate routes. One course ran from Khartoum to Cairo and on to Palestine and Basra, Iraq, before proceeding on to India. The other proceeded more directly east by way of Eritrea and Aden. By the third quarter of the year U.S. troop strength stood at 1,240 in Liberia, 1,350 in the Gold Coast, 1,320 in the Belgian Congo and French Equatorial Africa, and 1,870 on Ascension Island.

With Germany threatening to capture Egypt in early 1942, a more southerly and safer route across Central Africa roughly parallel to and a little south of the equator was planned for. This was intended for moving heavy bombers across Africa on to Australia. This plan to extend to Australia was abandoned when the Japanese reached the area of the Cocos Islands in February. So the Congo route, as it became known, then took the form

of an alternative airway into the Middle East. Bases were constructed at Pointe Noire in French Equatorial Africa, at Leopoldville and Elisabethville in the Belgian Congo, and at Nairobi in Kenya. When the fortunes of the Allies in North Africa turned in the course of that year with the launch of Operation Torch this alternative routing soon lost its value.



Figure 1 Letter by civilian mail from US Forces at Pointe Noire 8 November 1942 with return address stated as APO 606 (Accra)

U.S. Army Post Offices were established to serve troops assigned to both Pointe Noire (APO 664) and Elisabethville (APO 665) in the Autumn of 1942. APO 664 is stated to have been operational from 15<sup>th</sup> September 1942 until December of that year before being moved to Accra, while APO 665 operated from 9<sup>th</sup> October 1942 until January 1943 (Ref 4). However, Helbock (Ref 5) states that no examples of mail from either of them have been recorded so far. The depicted cover posted 8<sup>th</sup> November 1942 at Pointe-Noire, French Congo through the civil postal system by Capt CWS, Geo R. Pinkley to his wife in Texas may give some answers to this mystery. Captain Pinkley provides as his address APO 606, US Army, c/o Postmaster Miami Fla. APO 606 was based in Accra and operational as from 25<sup>th</sup> May 1942. It appears APO 664 never became operational, with a documentary error seeming to have carried forward to this very day, so Captain Pinkley had to resort to the civil postal system and provide as contact address APO 606 instead. This cover was then able to connect to the last FAM-22 flight from Leopoldville later that month.

#### References

- 1 Aitink, H.E. & E. Hovenkamp (2005). *Bridging the continents in wartime. Important airmail routes 1939-1945*. Enschede, The Netherlands, Stichting Luchtpostgeschiedenis Tweede Wereldoorlog.
- 2 Boyle Jr., T.H. (1998). *Airmail operations during World War II*. Mineola, New York, U.S.A., American Air Mail Society.
- 3 Forte, J. & R. Helbock (1997). *A guide to U.S. APO cancels of the 2<sup>nd</sup> World War*. La Posta: A Journal of American Postal History.
- 4 Gruenzner, N. & G. Cosentini (1994). *United States numbered military post offices assignment and locations - 1941 to 1994*. Cypress, Texas, U.S.A., Military Postal History Society.
- 5 Helbock, R.W. (2006). *Passed by Army Censor. A catalogue of U.S. Army Censor markings used on mail from American soldiers and civilian contractors assigned overseas, 1941-42*. Cary, Illinois, U.S.A., James E. Lee Publishing.

# From China to USA via Lagos or Leopoldville?

Bob Wilcsek

I refer to John Wilson's article in *Cameo*, Vol 10 No 1, January 2007, page 48. I really do not have any more knowledge or information than that I offered in the articles I wrote for the *Airpost Journal* several years ago (APJ Sept 1999, January 2000 and April 2000), the content of which was reproduced in *Cameo*, Vol 8, No 5, January 2005, pages 266-268.

Note that these articles were derived from correspondence with two pilots who actually flew for the (American) ATC. They said Leopoldville was too far south, and I think that is all there is to it.

I would add that what may have looked like a good airmail plan to the postal authorities might look entirely different to air commanders in the area of operation. I firmly believe that the Sabena and SAA "routes" existed only on paper. There were severe aircraft shortages throughout 1942-43 in all parts of the globe, and I don't think this is fully appreciated by airmail collectors and even aviation historians. Also note that southern Africa had first rate rail services, and one of the covers I illustrated in my earlier articles actually has a rail endorsement for part of the route.

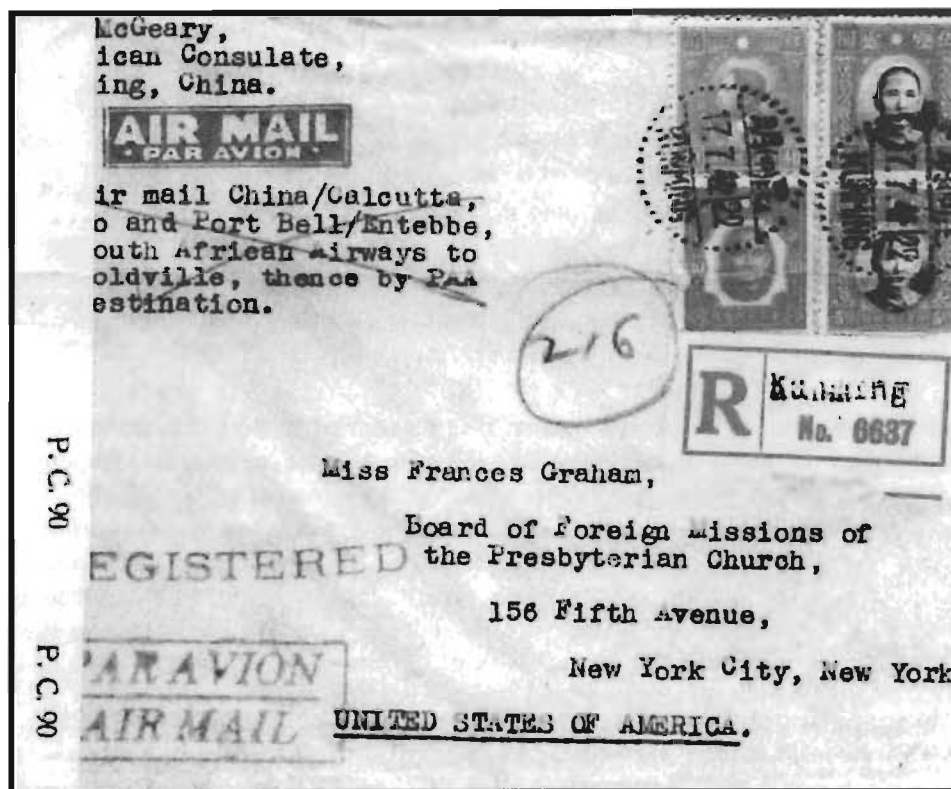


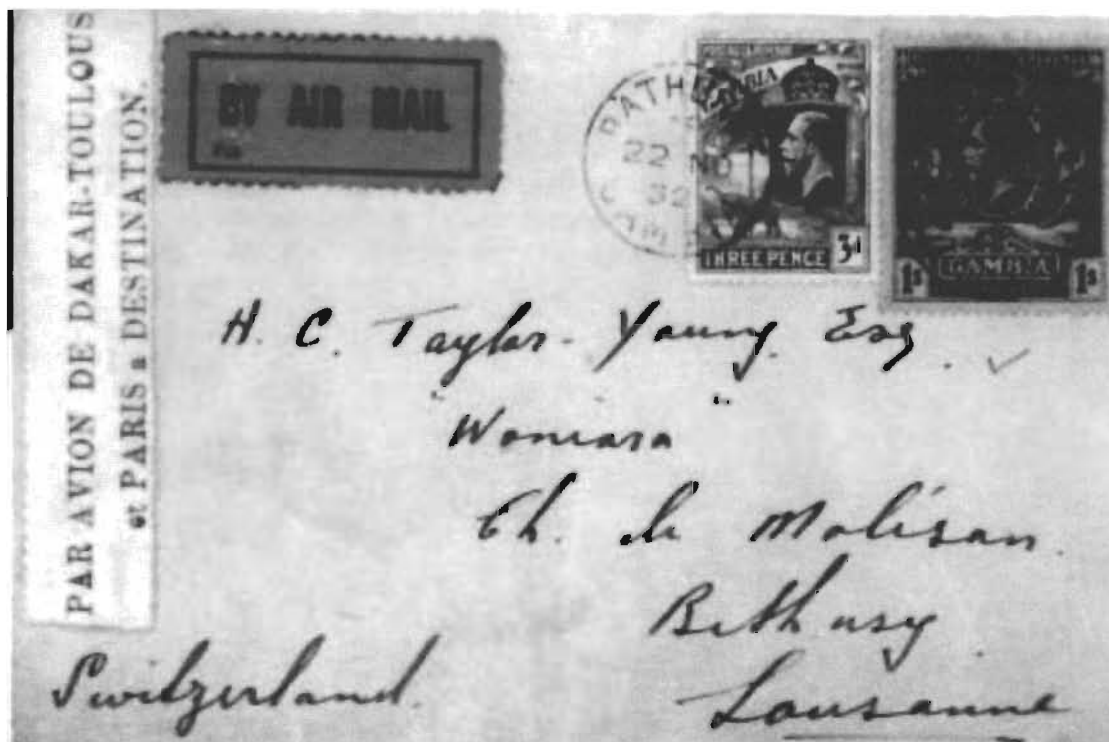
Figure 1; letter from China to USA 17 July 1942 with routing endorsement via Leopoldville which has been crossed out en route. It flew all the way, taking just 34 days in transit, including by FAM 22 from West Africa, so it seems the SAA part of the routing instruction was what was being deleted

So, in my personal opinion, Leopoldville did not become a serious airmail connecting point until after the war, and especially not an air connecting point in 1942. I agree with John Wilson's "Provisional answer 2" without hesitation, and believe the route description that made it into Chinese postal bulletins as an endorsement may have resulted from either earlier planning which took time to get to China and which had become moot, or just a gross mistake of some sort (in the realm of "it seemed like a good idea at the time").

The conclusion I have come to accept about wartime African airmail is that as historians we insist on ironclad answers to describe activities which were quite fluid and indistinct in their operation in the field. (*ed—but it won't stop us trying!*) Commercial mail was almost certainly considered a nuisance by the ATC, and hardly a priority for anyone else operating the connections which delivered it to the ATC.

# Gambia to Switzerland by French Airmail, 1932

Gwyn Hughes



I illustrate above the front of a cover sent from Bathurst to Switzerland by air mail on 22 November 1932, rated 1/3d. I have not seen the adhesive, typewritten and pre-perforated airmail routing label on this cover used again anywhere else. Note that the E of TOULOUSE is folded over the edge of the cover.

I have checked Duncan & Andrew (Ref 1) and Priddy (Ref 2) and have not found it described in either source. It is totally different to Duncan & Andrew's type 701-19 and there are no labels at all for this route illustrated in the McCaig and Porter collections. I have had this cover almost 20 years and have not yet seen another. Do any other members recognize it, and can anyone provide a period for its use?

## References

1. Duncan S.P. & Andrew O., *The Postal markings of the Gambia 1858-2000*, WASC, Dronfield, 2006
2. Priddy B., *West African Airmails*, WASC, Dronfield, 2002



## Cameroun – re-use of Ex-German Tax mark

John Mayne & Rob May

Whilst researching the use of ex-German pre-1914 Taxe hand-stamps in Togo by the British and/or French John Mayne has also found an example used from Cameroun to the USA in 1956 as illustrated at figure 1, next page. Rob May has been able to find another, from 1950, in his collection, as shown at Figure 2.

These provide a provisional EKD and LKD for other members to amend, so we would welcome notice of any further examples. It is not clear from these covers which office would have found this old hand-stamp and brought it back into use. It is likely to be either Jaounde or Douala but both these covers could have passed through either or both offices. The pre-first world war German Douala date-stamps were found by the British in 1914, whereas the Yaounde date-stamp was not found upon the much later capture of that post office, in January 1916. This makes Douala the more likely office to have later found and pressed into use other old postal equipment including this tax hand-stamp, after the second world war.

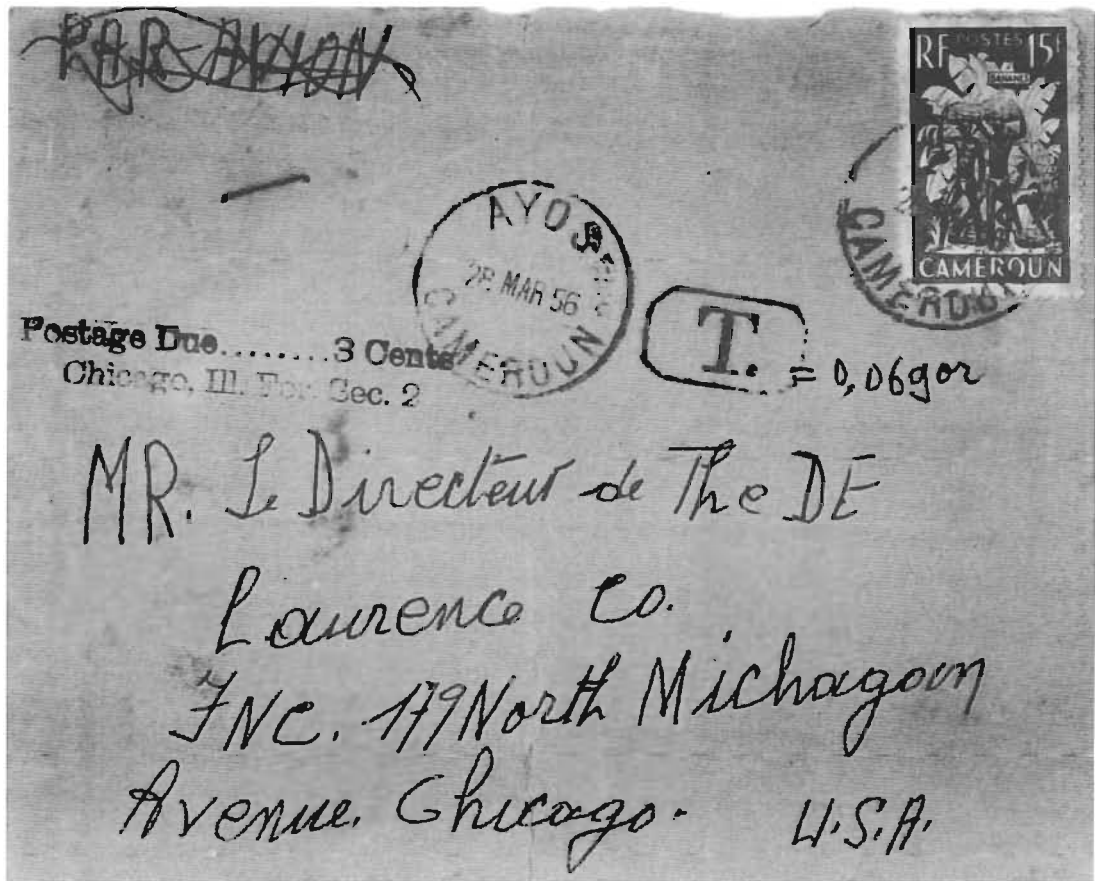


Figure 1: Latest known date (for now) De Lawrence cover to USA from Ayos, 28 March 1956

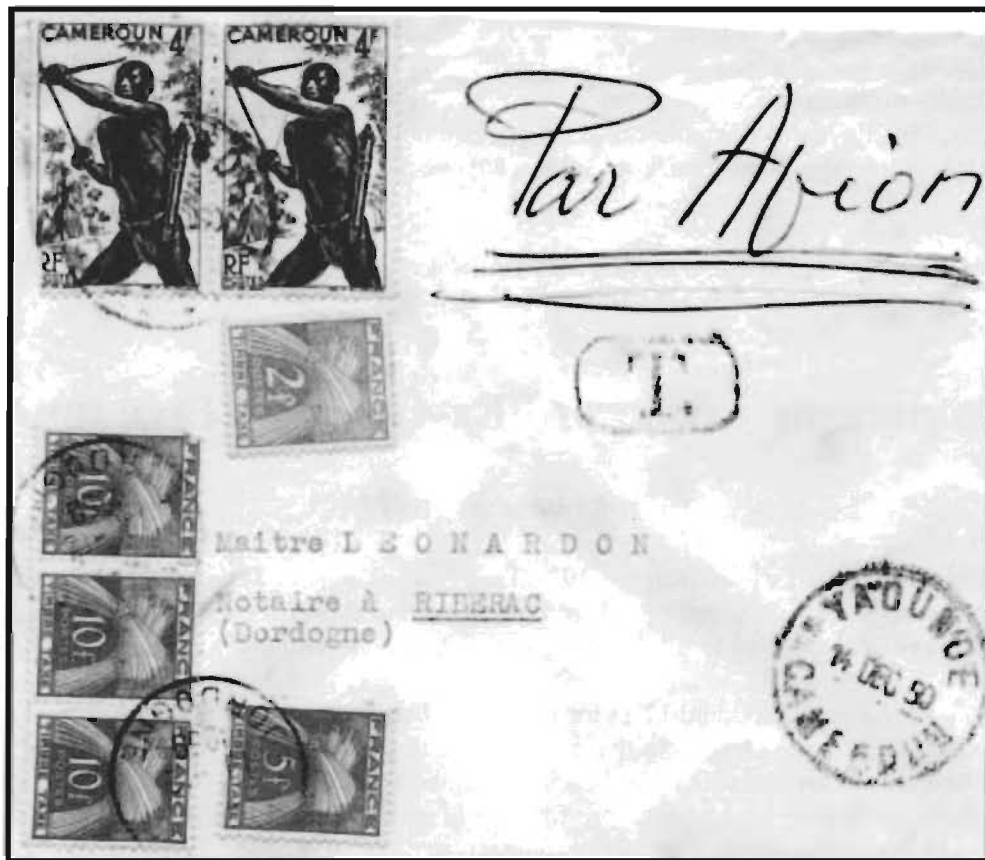


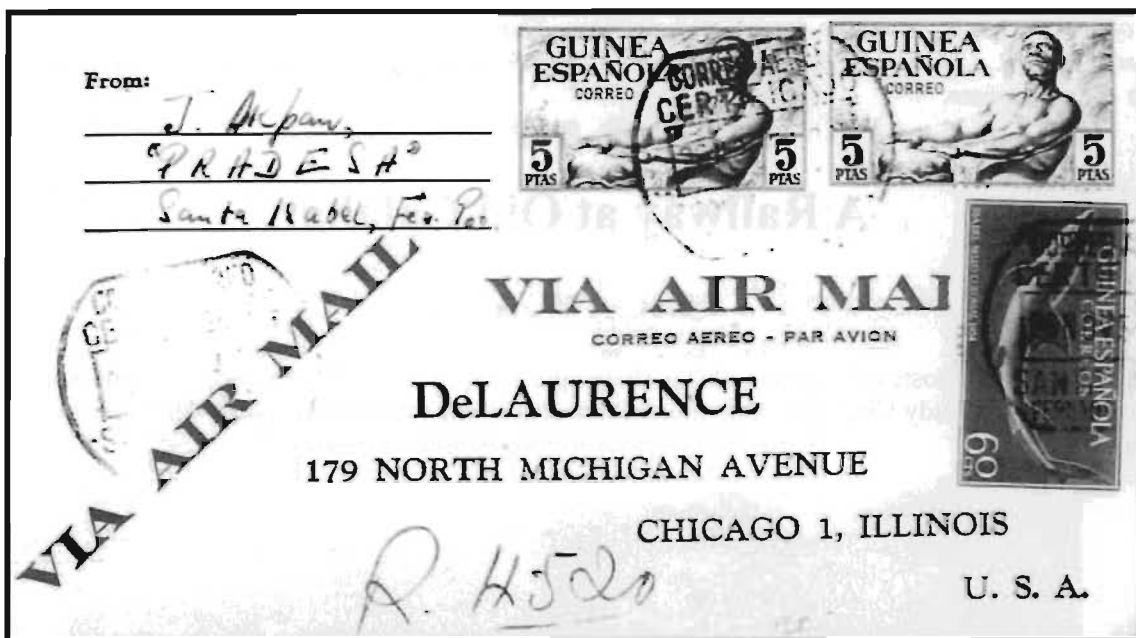
Figure 2: EKD. Air mail cover to France from Yaounde, 14 December 1950

# Some Notes on Spanish Guinea, and also De Lawrence

Bill Mitchell

One of the collectors I contacted hoping to find another example of the CAMPO/GABON FRA cancel dating from after 1900 (see the article on page 85) was a correspondent in San Francisco , Greg Cykman. He was unable to assist, but he did send me some notes gleaned from his collection of Spanish Guinea. He reports that examples of cancels from the mainland (Rio Muni) are sparse before the 1940's; they are all either from Bata or Benito (or unreadable). Bata and Benito were, like Campo, part of the French colony of Gabon until France recognized the Spanish claim to the area in 1900. Much more common are cancels from the island of Fernando Poo, part of Spanish Guinea until 1960, and subsequently re-absorbed into the Republic of Equatorial Guinea.

He sent me the copy of a cover shown as figure 1, from Santa Isabel, the chief town of Fernando Poo, and has kindly agreed to allow it to be illustrated below, front and reverse.



It has two interesting features. First, the stamps were issued over a period of 23 years. The 20 centimes stamp on the reverse appeared as long ago as 1931, the 1 peseta air stamp in 1951, the 5 pesetas in 1952 and the 60 centimos in 1954. Greg remarks that nothing was wasted in those days! Perhaps more significant is the time this registered airmail letter took to reach its destination in Chicago. Posted on 26 November 1954 (the date is seen most clearly on the 60 centimos stamp; the year can be determined from the Chicago date-stamps on the reverse), it was handled at Douala in Cameroun on the following day and arrived at its destination on the 29th—three days in all! A pretty good service which I doubt could be equaled today. Note also the absence of a registration label.

Covers to the De Lawrence company of Chicago are plentiful from the French West African colonies, and I imagine that this is also the case with the British colonies in West Africa (a 1955 example from Sierra Leone was illustrated by Frank Walton on page 54 of *Cameo* no 70, January 2007). It seems to be commonly understood that it was a religious supply house of some kind. Well, so it was—in a way! I quote a letter from Stan Luft, the editor of the *France & Colonies Philatelist*

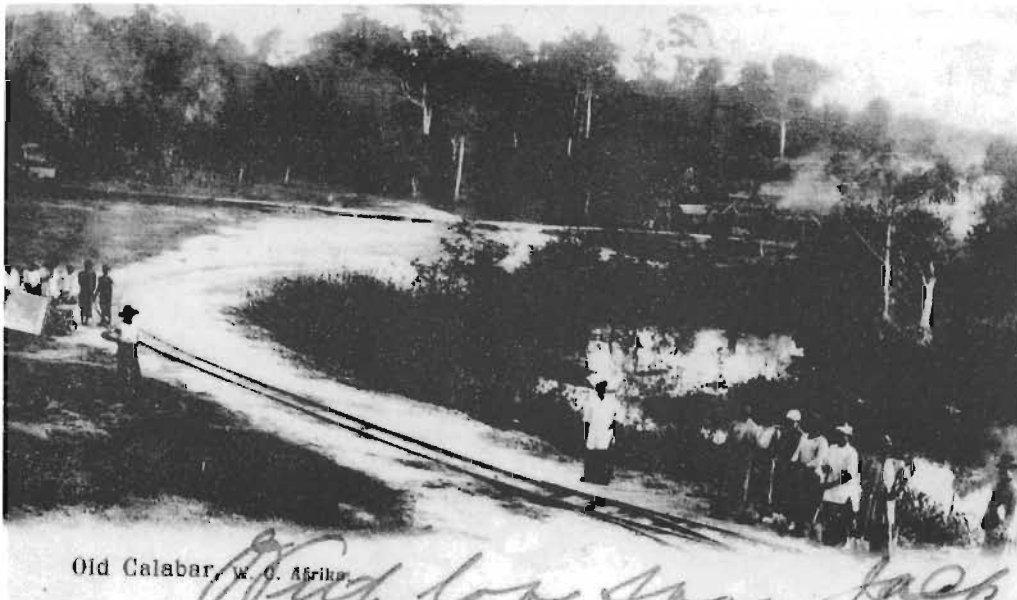
*“Please allow me to harangue you (Brits) regarding the De Lawrence Co. of Chicago, especially as this was the destination for a considerable percentage of international mail from French (and other?) Africa, much of which was from native troops and civilians. That outfit dealt in potions, voodoo artefacts, and other such items.....must have been a gold mine if they demanded payment in advance! Pass the word to owners of such covers.”*



## A Railway at Old Calabar

Rev. A Warrell

I recently acquired a postcard of Old Calabar showing a railway track, illustrated here. I am wondering if any member of the Study Circle has any information concerning it? We were across the river in Oron, but were not aware of it.



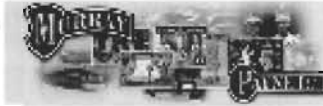
*Ed—both the joint editors are also railway enthusiasts.*

*Calabar has never been connected to the Nigerian railway network—its transport connections have been by river and by road. It is bad land for railway building. The track gauge of the NRC has always been 3ft 6inches except for the 2 foot 6 inch gauge Bauchi Railway in Northern Nigeria, but, judging by the scale of the men standing by the track, this looks like 2 foot gauge track which has been laid direct onto sand, without ballast. That would be characteristic of a “contractor’s railway”; a temporary railway to move spoil and materials for an engineering project on the river or wharfage. The card seems to be Edwardian, and Calabar was being developed as the administrative centre of the Niger Coast at that time.*

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# St Helena Stamp Sales 1888 - 1893

Alan J. Scrine

From the Jamestown Archives in May 2002, the following sales were recorded in the small Post Office Cash A/C Books.

		£	s.	d.			£	s.	d.
1888	June	58	2	7	1891	April	55	0	9
	July	43	19	5		May	55	2	5
	August	61	0	2		June	64	2	4
	September	38	17	8		July	34	10	9
	October	45	4	3		August	57	17	7
	November	41	0	6		September	29	13	3
	December	42	1	6		October	67	16	11
1889	January	39	17	8		November	18	4	6
	February	41	18	3		December	60	7	0
	March	55	0	4	1892	January	25	1	0
	April	50	9	6		February	53	17	2
	May	54	16	4		March	44	13	3
	June	46	16	10		April	48	1	8
	July	57	10	11		May	44	8	4
	August	43	6	3		June	48	16	2
	September	35	3	10		July	62	1	1
	October	77	5	11		August	48	15	9
	November	32	3	7		September*	141	8	2
	December	71	2	4		October	46	11	7
1890	January	37	8	3		November	150	8	1
	February	65	6	5		December	16	13	1
	March	38	17	11	1893	January	72	7	7
	April	56	4	9		February	35	5	8
	May	62	17	1		March	61	12	9
	June	38	3	7		April	74	12	11
	July	59	16	11		May	54	15	3
	August	57	16	1		June	50	10	1
	September	87	8	5		July	56	1	0
	October	60	8	4		August	117	19	10
	November	92	12	11		September	32	3	11
	December	20	13	3		October	96	0	0
1891	January	85	11	7		November	69	0	0
	February	30	11	5		December	51	0	0
	March	70	3	11					

# A WWI Censor in Sierra Leone

Harrison & Sons, via Tom Butlin

The following has been extracted from *London Censorship 1914-1919*, printed by Harrison & Sons for private circulation. De La Rue, as successors to Harrison & Sons, has given kind permission for these extracts to be reproduced in Cameo.

*From Strand House to the White Man's Grave. From an atmosphere redolent with the sacrifices made to my Lady Nicotine to the fever-laden mists of West Africa. Such was the experience which the whirligig of war brought the writer.*

*In all the glory of new uniform I started for that Outpost of Empire, Sierra Leone, to put another spoke in Fritz's wheel. Alas! Within 36 hours that uniform was littering the floor of the Atlantic, and its proud possessor was shivering in pyjamas in a small boat upon its surface.*

*But I anticipate. Sleep being out of the question when any moment might bring an encounter with a 'tin fish', I put in some hours' work that first night on board in censoring stories in the smoke-room. (The skipper, most hardened sinner of all, afterwards ascribed subsequent happenings to these stories as being a judgement on us). Be that as it may, before breakfast we had "detained in transit" a German torpedo and that meal was off: presumably Boche had had his. It came with a tremendous crash like a thousand Zeppelin raids rolled into one, followed by a stench compared with which the reek of the Underground Railway in the old days was lavender. A rush of events followed—a dive from a swaying deck into a cold sea, apparently of limitless depth, for it seemed ages before I saw the light again.*

*Afterwards a scramble into a boat whose occupants were frenziedly rowing from the wreck. Then a last look at the ship as she went down, bows first. I have vivid mind-pictures of a black cook wearing an immaculate white cap and an expansive smile as he helped with the bailing of the boat—he had not taken an involuntary brine-bath as I had. An Italian passenger repeated, as in a dream, the singularly appropriate remark "Zis is not nice". I afterwards saw this same gentleman on the train between Holyhead and Crewe; he was still wearing his lifebelt! Then came a tricky climb up a swaying rope-ladder to the deck of one of H.M. Mystery Ships, where, the Gods be praised! Dora held no sway, and one forgot the discomfort*

*over a four-finger Scotch (not 30 per cent u.p.)*

*After a short rest "to re-equip myself", as a motherly War Office phrased it, I started once again for my destination. The way of a censor, which is like unto that of a transgressor, was not rendered harder this time by any untoward incident.*

*How can I describe West Africa? I shall not in the interest of readers and other contributors, attempt it. If you will imagine yourself in the Tropical House at Kew, without roof and walls—perhaps you will have to be Irish to do that—surrounded by the Zoo with most of its inhabitants, also without walls, the resultant impression would be fairly accurate. As to the smell no words would describe it. Africa may or may not have a soul, but her smell is peculiar and insistent.*

*The geography books tell you that the population of Sierra Leone is about 1½ millions, and should add "most being rascals". My servant, as black as ink himself, used to tell me "Dem black men plenty rogues, massa". Of course all the whites were angels.*

*The Government officials live up in the hills, and there a very pleasant bungalow was allotted to me. All these gentlemen, from the General on the military side and the Governor on the civil side, treated me with the greatest kindness. I owe a special debt of gratitude to the Director of Education, who had been appointed Censor on the outbreak of war for a few months. The journey "to town" was made by a tiny railway which ran through the streets and was a source of amusement to the various visitors from ships calling at the harbour on their way to South Africa and the Far East. This train was known as the "Bungalow Train", and nicknamed by the officials themselves as the Brain Train. Vulgar traders referred to it in much less euphemistic terms. I tremble to think of an accident to that "Official Coach"; what a drastic change of Government!*

*My servant always referred to me as "de big captain who libs na post office" (this being also the censor office), and I think my work was an enigma to him—opening letters and closing them again—as he "no savvy book" (Anglice, could not read nor write). He had a disconcerting habit of bringing his market purchases to the office for my inspection. To have a live chicken dumped on one's desk is rather startling.*

*I am debarred from making reference to the correspondence passing through my hands, but anyone knowing "how English is writ" by the black races will readily understand that the monotony was broken by some very humorous examples. I hope I shall not be prosecuted for mentioning that a Kroo woman (the Kroos act as firemen on all West African liners) wrote to her husband, enclosing the ship-owner's advice of his death at sea, requesting him to forward money to cover expenses in connection with his funeral rites. The letter was addressed to "L—iverpool".*

*There was little social life, no theatres, kinemas or cafes. Life was brightened at rare intervals by a concert given by the Garrison or a revue staged by a warship in the harbour. The Navy, as in everything they undertake, were first-class performers. Several susceptible subalterns fell in love with the leading lady only to discover that she was a Yeoman of Signals.*

*At last came the day when my leave was due, and a cruiser brought me back to Blighty in time to celebrate Armistice Day*

*H.V.D.*

It seems the writer was probably an employee or director of the Company who volunteered and went to war to serve as a military censor, then was writing a memoir for the company upon his return after the end of the war, but I do not know who "H.V.D." was.



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# Articles of Interest Published in Other Journals

Members are invited to contact either editor by e-mail, post or telephone when they notice any article they feel might be of interest to other members.

**London Philatelist**, Number 1344, Volume 116, April 2007,

pp84-95, *The Mail service provided by Royal Navy Ships to West Africa 1846 to 1851*, by John Sacher FRPSL

pp102-104, *Madame Joseph—the origin?*, by Brian Cartwright FRPSL. A discovery of three sheets totaling 120 proof strikes of forged cancellations in the Stanley Gibbons Reference Collection, 43 of which are from implements in store at the RPSL; the rest being additional to those recorded in Brian Cartwright's book "Madame Joseph Revisited"

**France & Colonies Philatelic Society Journal**, Number 243, Volume 57, Number 1, March 2007

p11, *Forged Cameroun Francais Overprints*, by Dudley Cobb

pp24-25, *Censorship of WWII covers from Senegal to Morocco* by Barbara Priddy. Two 1941 covers, one censored by South Africans and the other by the British. What was going on?

pp26-27, *Mail Order Manifestations*, by Bob Maddocks

**The Overprinter** (Journal of the GB Overprints Society), edition 1/2007

p20, *British Stamps in Levant with Free French Datestamps*, by Michel Varin. This arose from a query sent to me asking about the airmail rates and routes for 19 wartime covers. I have answered the part on the routings via West Africa, and then passed on the query to GBOS for more on the rates applied to them. I hope to publish a fuller report in Cameo later.

**Gibbons Stamp Monthly**,

December 2006, p68, *Spectacular Tristan Rarities in Stanley Gibbons December Auction*, by Peter Jennings

January 2007, pp60-61, *Thousands of Pounds worth of Stamps at the Bottom of the South Atlantic*, by Peter Jennings FRPSL. The fate of the Tristan da Cunha post office stock of the 1961 Marine Life definitives.



## Current Ghana Definitives Redrawn

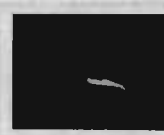
For the very select band of members who collect modern Ghana, I have reproduced here a query from the Stanley Gibbons catalogue editor, Hugh Jefferies, which was published in Gibbon Stamp Monthly in January 2007. If anyone can help with ERDs for these stamps please contact Hugh Jefferies direct, but I would be interested to publish the outcome in Cameo too.

### Ghana New Definitives

A major problem for any stamp catalogue editor is that, while postal administrations and their agents can usually supply issue dates for commemoratives (which they see as being 'collectable'). The same is not always true of definitives, which are produced 'for postal purposes' and which they seem to feel would be of little interest to collectors.

Ghana is a case in point; where, in amongst an overwhelming number of special issues, a group of small-size pictorial definitives has been doing respectable postal duty since 1991 (SG 1639a/45, 2156c/62 and 2458c/e). Some of these values have now been seen in redrawn designs, while new values have also been added to the series.

Needless to say we have been unable to find out exactly when most of these new stamps were issued, but can start the ball rolling, thanks to Mr S G Nelson of Hampshire, who has shown us examples of the redrawn 2000c. and 5000c., illustrated alongside the original stamps (2160 and 2162). Unfortunately, only the 2000c. is clearly dated (21 March 2005), so I would still like to hear of a full dated cancellation on the 5000c. and any earlier date than that shown on the 2000c. In addition, dates are needed for the following small-size Ghana definitives: 800c. *Musa sapientum* (bananas), 1000c. *Boletus edulis* (mushroom), 1500c. *Bebearia arcadius* (butterfly) and 6000c. *Spathodea campanulata* (flower).



### OFFERS FROM STOCK

<b>ASCENSION.</b> 1922 2d black and grey showing the line through 'P' of 'POSTAGE'. Very fine mint. SG 4a. £225	<b>NIGER COMPANY.</b> 1898 2½d plus 2 x 5d pairs tied to piece by boxed 'AKASSA' (Type 5). Some faults. SG Z32,36. £150
<b>ASCENSION.</b> 1935 5d Jubilee showing the kite and horizontal log (R.10/6). Very fine mint. Scarce. SG 33I. £300	<b>NIGER COAST.</b> 1898 6d, 2/6 and 10/- optd 'SPECIMEN' in pairs. Very fine mint. Rare multiples. SG 71s,73/4s. £400
<b>GAMBIA.</b> 1874 6d deep blue. Lower marginal with large margins and watermark inverted. Very fine mint. SG 7w. £350	<b>ST HELENA.</b> 1880 1/- yellow-green corner block of eighteen. Very fine mint. SG 30. £275
<b>GAMBIA.</b> 1887 2d with very clear double embossing. Very fine mint. Rarely offered. BPA Cert. SG 24var. £375	<b>ST HELENA.</b> 1923 ½d Badge. Top marginal (Pos#6) with watermark inverted. Unmounted mint. SG 97ew. £325
<b>GOLD COAST.</b> 1890/1900 seven pre-1900 values 'SPECIMEN' in UPU strips of four. Very fine mint. Rare. SG 26s/32s. £400	<b>SIERRA LEONE.</b> 1912/21 set of 19 optd 'SPECIMEN'. Very fine mint. Rare complete. SG 112s/130s. £500
<b>LAGOS.</b> 1882 3d chestnut with manuscript 'Specimen'. Very fine mint (ex DLR archives). SG 19sp. £250	<b>TOGO.</b> 1915 ½d corner block of 30 with 'CUPATION', 'CCUPATION', 2 x small 'F'. Very fine mint. SG H34c,e,f. £160
<b>LAGOS.</b> 1887 10/- green and brown manuscript 'Specimen'. Very fine mint (ex DLR archives). SG 41sp. £250	<b>TOGO.</b> 1915 2/6. Top marginal (Pos# 5) with no hyphen. Very fine mint (stamp unmounted). SG H43c. £150

*The above is a selection from my extensive British Commonwealth stock. All items available on approval (subject unsold). Major credit cards accepted. Illustrated lists on request (please advise collecting interests). Wants lists invited.*

#### MARK HARVEY

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Realised £1,062.*



*Sierra Leone: 1897 2½d. on 2/- dull lilac with Stanley Gibbons type 9 surcharge.  
Realised £27,000.*



*Sierra Leone: 1897 2½d. on 2/- dull lilac with Stanley Gibbons type 10 surcharge.  
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*Sierra Leone: 1897 2½d. on 2/- dull lilac with Stanley Gibbons type 11 surcharge and italic "N" in "REVENUE".  
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*Sierra Leone: 1897 2½d. on 2/- dull lilac with Stanley Gibbons type 11 surcharge.  
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*Sierra Leone: 1897 2½d. on 2/- dull lilac with Stanley Gibbons type 13 surcharge.  
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