

CAMEO



The Journal of the West Africa Study Circle



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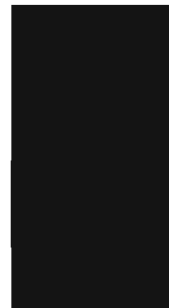
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Editorial

We had two serious editorial problems with the last issue; a misattribution of the author of an article by me (see letters page) and a printing problem with the illustration of Tristan da Cunha postage dues from the Royal Collection, resulting in an apology letter to the Palace and the reprinting of the entire article in this issue at pages 192-193. We hope for better results this time.

This *Cameo's* letters page illustrates the increasing contribution of non-British writers to the study of the stamps and postal history of our area. The worldwide web has opened up new opportunities for members who do not have the benefit of regular face-to-face meetings in the UK, and we have offers to help English-speaking members to access information that has so far been published only in German or French. I hope English-speaking members will welcome these offers, but furthermore on page 185 Bill Mitchell asks a pertinent question whether the scope of the Study Circle set out in the "small print" below, reflects the full scope of members' actual interests.

Another effect of electronic communications is to create opportunities for web-based, rather than paper-based, publishing. For those members who collect Nigerian aerogrammes I would highlight on page 188 the current project to compile a listing of those issues on a worldwide aerogramme website run by Jerry Kaspar, using the WASC website to compile the data from WASC members first.

Finally, I wish all members happy hunting in 2008



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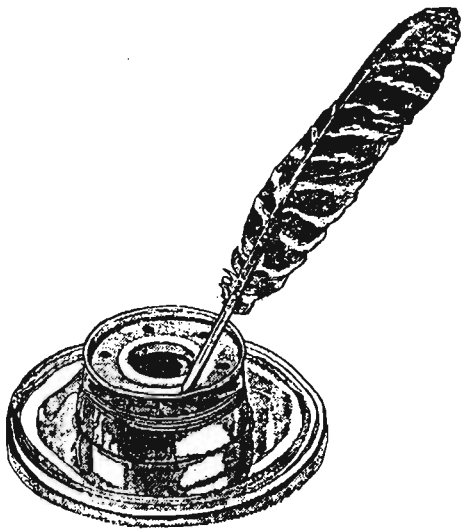
Scope : The West Africa Study Circle studies the postage stamps and postal history of The Gambia, Gold Coast/Ghana, the Nigerias, Sierra Leone, Camerouns & Togo together with the islands of St. Helena, Ascension, Tristan da Cunha & Gough and the British Postal Agencies in Madeira, Tenerife, St. Vincent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

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Front Cover

Ghana new definitives
Following the reports in *Cameo* October 2007, pages 159-161 Rudolf Lazar reports
a new donomination, 2500 cedis, and new design, falco tinninculus,
with an earliest recorded date of 23 August 2007



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

The article "Cameroun Overprints of the 1990s" was misattributed

Dear Robert,

The October issue of Cameo was delivered to me this morning. On page 153 my name is given as an author to an article which does not stem from my pen, and I am afraid the true author may not be amused.

On this occasion I can add that I find articles of this kind pretty interesting. The stamp with the wrong inscription "leopard" has probably got its prototype in the Nigerian 10 kobos definitive stamp, which was released in 1973.

Rudolf Lasar
Köln, Germany

Ed—the true author of this article was Hans Peter Hauschild. This huge error is entirely down to me. The editors exchange print-ready copy for each issue electronically and I set this article up under the wrong author's name, then sent it to Barry. Hans Peter has received a written apology from me before this Cameo was mailed out. He has been gracious to accept my sincere apologies and the article will be properly attributed in the next update of the Cameo index.

Michel West Africa catalogue on CD

Dear Rob,

I am a collaborator in the making of the Michel catalogue for many of the West African states, especially French speaking. Michel is always looking for collectors who can help with new stamps and other details of dates of issue etc, so thanks a lot for page 127 of Cameo 72 which I have forwarded to the Michel catalogue editors.

I can offer to WASC members to provide any information they need from the Michel West Africa catalogue. Members can just write to me by

post or e-mail. I will check the catalogue for them and respond in English—no need to learn German first.

Michel are also advertising MICHEL-Rundschau issues from 2002 to 2006 for sale as pdf on CD-ROM, searchable by phrase and with searchable new issue stamp listings for about 280 countries. Their price is 29.80 Euro from their on line shop at <http://www.michel.de/shop>

Hans Peter Hauschild
Ebstorf, Germany

Togo Researches

Dear Rob,

Peter Vogenbeck of Auf dem Sand 18, D54568 Gerolstein-Müllenbom, Germany is a former member of WASC. His interest is restricted to German Colonies and he is a professional philatelist who has recently held auction no.17 of specialised German Colonial material.

Over the past few years he has shown increasing interest in Togo and of course has been able to buy privately some items which might otherwise have been auctioned. He has been working on a series of small books and one of 80 or so pages on the Missions was published by ARGE, the Colonial Society for Germany, about a year ago. His latest, smaller contribution is of 12 pages about the pier at Lome.

His current project concerns the various border commissions for Togo, and he is particularly anxious to hear of any such material from the Gold Coast amongst our members. Early postal stationery cards to Germany from the Gold Coast, especially from the Eastern border area, may help and Peter is willing to provide a translation of any items sent to him. Members should contact Peter direct at the above address.

John Mayne
Bridgnorth

Tristan Silver Jubilee Overprints

Hello Rob

I would just like to thank you for the copy of *Cameo* Oct 2007, which you asked Ron Peters (editor of *Overprinter*) to forward to me because of the article on Tristan da Cunha 1935 Silver Jubilee overprints.

The article is mainly correct, but there is one small addition which you may like to inform your members about. Following publication of the original article in "The *Overprinter*", one of their members forwarded details and a computer scan of a further 1d value, numbered 26, which he owns and which he had not previously told anyone about! This item was sold by Bonhams Auctions in November 2005 as lot 504 for £535.

Harvey Russell

West African Air Mails - A Book?

Dear Rob,

In my opinion there is a gap in the list of publications WASC has in progress. I think there should be a study by the Circle on the evolution of an airmail service in each of the territories we claim to cover. I feel it is an adverse reflection to the philatelic public that, as the recognised specialist society for the area, no such studies exist. Perhaps the individual country editors might encourage activity from interested members. After all, time was when draft studies were initiated by one member then circulated for additions, corrections etc, then finally put together for publication.

Over to you!

Jack Ince
Stirling, Canada

Ed—I took the liberty of replying to Jack's letter, as follows (in an edited form)

Dear Jack

I agree with you that a WASC book on West African airmails, which includes a text, is overdue. There have been many conversations about this amongst members at meetings during the last two years. Barbara Priddy recognises the limitations of the book she edited a few years ago to record the McCaig and Porter collections before they were dispersed, which has happened. Ironically Colin McCaig's manuscript of a planned book on Nigeria has turned up in papers acquired by Jeremy Martin, and includes an airmail chapter.

At the same time Jeremy has been preparing a book recording all known West African first flights, and you have been recording your extensive study of FAM22.

Aside from Jeremy Martin's first flights book the discussion about an airmails book is moving in the direction of editing a collection of essays by others, including reproducing all or part of my own paper on the WWII airmail routes. We could publish the McCaig chapter posthumously and Richard Beith is also willing to contribute so long as it is not expected too quickly. I wonder if you would like to compile a chapter on FAM22 from your previous articles to be held ready for this?

Jack has responded to me to say that he is working on a chapter and Jeremy has sent me the McCaig manuscript to type up. A good article on the French air routes has just appeared in another journal (see Articles of Interest) but if any members have longer papers that cover any aspects of this topic which they would like to publish or re-publish, I will put myself forward as editor for now. The collaborative process Jack recalls is still very active, but now uses electronic mail as well as post.

Stamp Mysteries Response

Dear Rob,

Re Challenge No. 7 thrown down by David Wright in the October 2007 *Cameo* (pp163-165), a couple of comments spring to mind. Firstly it is perhaps worth noting that the same designer, Father F. Welch, was responsible for both the Wilberforce and George VI definitive designs; they did have different printers however - Bradbury Wilkinson and Waterlows respectively.

I'm sure the reason for just two designs is down to one of economics. The wonderful Wilberforce set had one plate made for each value, which never wore out before the designs were replaced. For the long-running George VI definitives, there were three frame plates (numbered 'blank', 2 and 3) and three duty plates (again numbered 'blank', 2 and 3) for each of the 'Freetown Harbour' designs to 2s. This necessitated many plates to be made - an expensive process which the colony was keen to minimise. (for more detail, refer to Walton F.L., *Sierra Leone King George VI Definitive Stamps*, WASC, Dronfield 2001)

Rising to David's challenge to set another question, I have always been somewhat bemused by the fact that the £1 value, despite being the same 'Freetown Harbour' design, was printed from a specially created single working plate and thus printed in one colour only. Why on earth should this have happened?

Frank Walton FRPSL
Dronfield

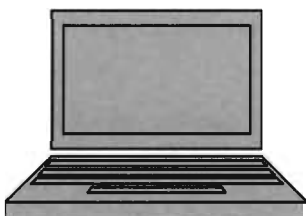
Scope of the West Africa Study Circle

Dear Rob,

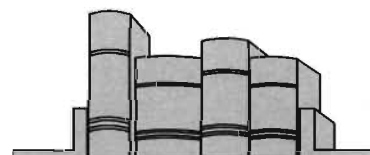
As you will know I am a fairly recent recruit to WASC ranks. The indirect cause of my enlistment was the display of French West Africa given to WASC by members of the France & Colonies Philatelic Society way back in 2000. Since joining I have acquired as many back numbers of *Cameo* as I can as well as, of course, those issued subsequently, and I have found that many of the articles you have printed, although not directly relevant to French sub-Saharan Africa, have been of great help to my understanding of conditions there in the not-so-distant past. This has led me to wonder whether the time has come when consideration should be given to extending WASC's present activities to cover the whole of West Africa.

Several reasons why this could make sense are:


- 1 Kamerun/Cameroon and Togo are already served in some of their guises
- 2 Senegal was a British possession at irregular intervals up to 1817, there were Dutch interests in Gold Coast up to 1872, etc.
- 3 Anglo-French differences of opinion were a regular feature of life in West Africa up to and including WWII, with effects on postal services.
- 4 Sea-mail and airmail routes were shared and



Sources



For all WASC 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.

 *Stanley Gibbons Stamp Catalogue – St Helena and Dependencies*, 3rd edition published 2007 by Stanley Gibbons Ltd., ISBN-13:978-0-85259-671-5, ISBN-10:0-85259-671-5, 42p + 22p information, guidelines and advertisements, softback, 30 cm. Price £9.95 + p&p from Stanley Gibbons Publications, 5 Parkside, Christchurch Road, Ringwood. Hants BH24 3SH. Reviewed by Barry Burns.

This third edition of the St Helena and Dependencies (Ascension and Tristan da Cunha) catalogue was published as recently as 14 December 2007, and includes booklets and postage dues for all three territories, listings of GB stamps used in Ascension and the popular Tristan da Cunha 'cachets'. Listings are complete to late 2007, with prices for issues to 1970 taken from the 2008 Commonwealth and Empire Stamp catalogue. Later issues have been specially repriced for this volume.

Illustrations are now in colour throughout, and I was surprised to see that the publisher has decided to illustrate each design of the definitive and commemorative issues before the mid 1960s. This should aid the thematic collector, and makes for an attractive publication. I am still disappointed, however, that many of the constant flaws and varieties, together with printing details from the current reign, are omitted. These were well documented in Gibbons *Two Reigns* catalogue, last published in 1975 I believe, and this remains, therefore, an essential reference for the student of modern issues.

inter-related

5 To some extent WASC is already thought of as the first port of call when seeking philatelic information relating to the whole of West Africa; as is shown by the query from the *Scott* catalogue editor printed and answered on page 128 of *Cameo* 72 (October 2007).

6 There are precedents. The Indian Ocean Study Circle, for example, covers both British and French ex-colonies, quite harmoniously I am told.

Hopefully, such a change would bring in new members but I don't think it would have a rapid or dramatic effect. The pages of *Cameo* have already been open to the occasional article on French, and even Spanish, colonies; but I expect that the majority of articles submitted to you will continue to relate to the British sphere of influence.

Bill Mitchell
London


Ed—it would be helpful for any members' views to be e-mailed to any member of the committee, in the nature of a straw poll. The 'web' and e-mail have widened the range of nationalities and interests of members; whilst recognising that WASC remains fundamentally Anglophone and British-based.

Prices of 'good' material continue to rise, for instance GB stamps used at Ascension all show increases, typically 20% above quotations from the previous edition just two years ago. Most of the varieties on the 1922-37 'Badge' issues of St Helena and Ascension also move up, although many of the normal stamps from this, and other definitive and commemorative sets of the 1930-1990 period, are static. In GVI the cheapest 'Davitt' flaw of Ascension is now £110 mint (up from £100), whilst the cheapest 'Mountaineer' flaw is now £100 mint (from £85). Previously unlisted by SG, the cheapest 'Cut Mast and Railings' variety on the 'Pier' design is £80.

St Helena reflects the trend in Ascension, but many of the scarcer shades and varieties of the Victoria period continue to rise. For instance the 6d dull blue of 1871 (SG 16) moves from £650 to £750 mint and the 1s deep green of 1876 (SG 26) from £600 to £700 mint. The biggest increase, however, is reserved for the 1916 War Tax double overprint (only recorded used), up from £6500 to £16,000!! The 'Tristan Relief' set of four is now £5500 mint, £2250 used (from £5000/£2000).

Perhaps rather surprisingly, the cachets of Tristan are unchanged, although in this case the prefix 'from' can hide a more complex price structure. The later stamp issues follow the same trend as the other islands - until the 1990s prices are fairly static excepting a few watermark varieties, whilst many later issues are showing upward movement. These trends are not consistent, however, and are no doubt fuelled by thematic interests. Any collector of these issues should bear this in mind and keep up to date with prices.

To sum up, I congratulate the publisher who, despite the increased number of illustrations and listings, has managed to lower the price from £12.95 two years ago to a very reasonable £9.95. I am pleased, therefore, to be able to recommend this updated edition to the 'South Atlantic' collectors of our membership.

 *The Postmarks and Postal History of the Cameroons under British Administration 1916-1961 Supplement*, by R.J. Maddocks and M.P. Bratzel Jr, published by M Bratzel, 2007, ISBN978-0-9694026-5-7, 121 pages, card cover, spiral bound, with black & white illustrations throughout. To order contact Dr M.P. Bratzel at 1233 Virginia Avenue, Windsor, Ont N8S 2Z1, Canada or on-line at marty_bratzel@yahoo.ca. Price US\$30 plus P&P, £15 plus £5 P&P or 23 Euro plus 7 Euro P&P. Review by Rob May


This Supplement is designed as a companion volume to the book of the same name published in 1994. A limited supply of that book is still available – please enquire at the above address.

For those readers who already have a copy of Bob Maddocks' book this supplement is one they should add to their library. It consists of a series of essays on topics which the authors feel were not covered in sufficient depth previously, or to consolidate their earlier records where information has more lately come to light, both published and unpublished.

The core of the previous book was a numbered listing of all postmarks known at that time. It is a testament to the thoroughness of that original study that although a number of variations of skeleton postmark settings have been added, along with illustrations where these were originally lacking, only a few completely new postmarks have been added since 1994, and the basic numbering system can be retained. Earliest and latest dates have been extensively revised.

There is an excellent section on printed postal stationery of Nigeria, used in the British Cameroons, some of which is very scarce used from this territory. Another new section covers the various maritime routes for surface mails between the Cameroons and various European ports. The authors have also considered the instructional markings in greater depth, explaining the reasons for their use on examples of mails and postal forms from the mandate period. Two essays have been added which assess the unusual politics of the territory; researching the attitude of the German population between the wars and the fears of the administration about them, then looking at the arrangements for the handover of the postal services to the Federal Republic at Independence. The book concludes with an extensive bibliography, including much that has been previously published by WASC, and reproduces in full the several articles by Bob Maddocks which formed a WASC monograph in 2003.

I would expect this supplement to lead to the original book going out of stock very soon and therefore recommend to any new student of this fascinating period that they quickly secure themselves a set of both publications.

 *Cameroun in the Great War Volume II; The French Navy and the AEF columns* by Dudley Cobb, published by the author, 2007, ISBN2-9511613-2-8, 132 pages, card cover, bound, with black & white illustrations throughout the text, 6 hand-drawn maps and 16 pages of colour plates. To order contact Mr D Cobb at Les Capsades, F-09140 Couflens, France. Price £27 post free to the UK, 40 Euro post free to France. For other destinations and currencies consult the author or contact roumet@roumet.fr. Review by Rob May

This is the author's third book, and is volume 2 of his series on Cameroun in the Great War. It follows the same format as his previous works, laid out with the complete text in both English and French, separated by a central block of colour plates illustrating the covers referred to in both texts. There are in effect 51 pages of text in each language.


The book covers the mails emanating from all French Naval operations, and from four of the military columns attacking German Kamerun from the adjoining French territories of Gabon, Moyen Congo, Oubangui-Chari and Chad, together known as the AEF columns.

This reviewer is very surprised to find that Dudley Cobb can say "the philatelic literature barely touches on these facets of Cameroun's postal history. The AEF columns go almost unnoticed, in the postal history of Gabon, Congo and Cameroun alike. A few articles by Bob Maddocks and Wolfgang Herterich.....are honourable exceptions". There are three excellent military histories, in French, which the author has drawn upon to put the philatelic material into context, along with primary sources found at the Service Historique be la Défense at Vincennes, Paris and to a lesser extent at Kew. It is of great benefit to a collector like this one who has schoolboy French at best, that a bilingual author has captured these sources, but more surprising that these sources have also been analysed and written up in French for the first time too, a mere 90 years after the campaign! The author is at pains to state that this book is a postal history, not a military history, though clearly drawing upon the military sources to understand more fully the postal material available to the tiny handful of collectors who have known until now what to look for.

The philatelic material from the land columns is particularly challenging for philatelists. The free franchise applied to all service personnel whether or not they were in a fighting column, and much of the civil administration of these French territories was in the hands of servicemen. A free franchise marking therefore needs to be very explicit before it can be attached with any certainty to one of the columns in Cameroun. Furthermore none of the settlements in these parts of Cameroun had active post offices at the time of the invasion, so the French forces' mail routes followed their military supply routes. When you consider that the first news of the loss of 19 soldiers in an ambush at Mimbang, near the Gabon border on 6 September 1914 did not reach Libreville until 19 September, the attenuated state of communications of all kinds can be appreciated.

Finally it is still very unclear which hand-stamps were carried into the field with the columns (here the author questions a statement by Bob Maddocks) and a lot of these mails are not hand-stamped anyway. Some of the covers are therefore only linked to these columns by the author's detailed research into the available communications routes at each stage of the campaign and by finding out the location of the letter writers from the field diaries held at Vincennes.

Collectors of Cameroun should now watch out for mails of this period whose postal markings are solely those of the neighbouring French colonies, despite a postal origin well inside the Cameroun territory! This book is a valuable addition to the library of the specialist collectors of this remote area and links very nicely with the co-incidental review on page 186 of Bob Maddocks latest work.

 *OAT and AV2 markings (3rd edition)* by Murray Heifetz, 170 pages softback, American Airmail Society 2006, ISBN 0-939429-22-5.

Supplement to Airmail Directional Handstamps (a study) by Ian McQueen, 84 pages, A4 format spiral bound. No ISBN.

Previous editions of both of these publications have been reviewed in *Cameo*. The *Air Mail News* has reported the availability of these updates, and that the revisions to the former book are extensive, now including the identification of OAT and AV2 forgeries. Both are available from Richard Beith, 7 Corum Place, Blackford, Auchterarder, Perth, UK, PH4 1PU



Auction Report



West Africa at Western Auctions

1 December 2007

Report by Jeremy Martin FRPSL

This sale, at the Ramada Plaza Hotel, Bristol, contained a lot of unusual West Africa material. Prices realised include a 16% buyers' premium plus a handling charge of £2.50, figures to the nearest £1. The estimates are in brackets.

Gambia. The 1906 1d on 3/- overprint double, fresh o.g. fetched £1278 [£1100]

Gold Coast. An imperforate proof of the 1889 20/- green and red on gummed un-watermarked paper sold for £3482 [£3000]

The star lot of the Gold Coast was a £5 1889-94 Key Plate perforated essay in dull mauve and black/red fresh mint which soared to £4410 [£3000]

This was followed by a 20s perforated essay with the country name and value hand-painted in red and pink, affixed to a small piece of paper, which went for £1394 [£1200]

Two 1898-1902 2d imperforate colour trials sold for £200 and £174 respectively [£175 each]

There were two Nsaba manuscript cancels on postal stationery cards of 1903 estimated at £350 and £400, but neither sold.

An Edward VII 1904-06 2/6d imperf colour trial in green and yellow-orange made £258 [£150]

Two die proofs of the country name and value for the 1913-24 2d and 1/-, both [£160] did not find buyers. However a similar proof for the 15/- dated 6/1/21 did sell for £258 [£150]

Finally, an unused block of four of the die 2 15/- went for £350 [£250]

Lagos. Eight ½d De La Rue colour trials, all ex-Danson, sold for \$408 each [£350]

Niger Coast.

I will quote SG numbers for three lots only. SG15 mint with a slightly short perforation went for £2902, SG40 did not sell [£5500] and SG41 mint made £4062 [£3500].

St Helena. The 1911 un-issued 1d red mint, overprinted SPECIMEN, found a new owner at £188 [£150]

Sierra Leone.

Five 3d imperforate 1896-97 colour trials each estimated at £150 went for £234 each. A creased example made only £142 [£100] showing the importance of condition.

A 1904-05 mint 3d with inverted watermark was good value at £28 [£15]

Then a die proof of the frame only of the 1912 £2 may have been overestimated at £300 and so did not find a buyer.

Togo The wide setting 1 mark mint estimated at £3200 did not sell, nor did the narrow setting 20pf stamps with the error TOG, estimated used at [£2000] and mint at [£1500]. It may be that some of these rarities are now over-priced in the SG catalogue.

Altogether a very interesting sale.

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

NEW CONTENT—Over Christmas Ray has said he will put Graeme Murray's Nigerian aerogramme listing on to a section of our website and will let members know the URL to find it. It will not be able to be altered directly on the site, but he will suggest on the page how people can best send additional information, which he will add in as it comes.

Four settings on the CEF postal stationery

Dudley Cobb

In *Cameo* No.72 Bob Maddocks discussed the CEF overprints on Kamerun postal stationery with habitual lucidity. Some further considerations may, however, be of interest.

It would be a pity, agree with him or not, to disregard what Robert Gibbs (Ref. 1) has to say. He too notes the different overprints on the reply cards – both of which he illustrates – but attributes them to a numeral that “has clearly been damaged as the base of the figure is identical to that of the normal 1, but it has been broken off at the top.”

Gibbs “noticed that this variety appears as often as the normal double card”, and surmised that “perhaps half of the printing of 2000 cards was done with the type in this state” (i.e., broken, in his view). I ran an unsystematic check of dealers’ stocks, mainly in France, for nearly three years in the 1990s and – defective as this method must be – did not find one reply card scarcer than the other.

On the other hand, it is hard to accept the assertion about a broken numeral. Repeated observations failed to convince – convinced me, in fact, of the accuracy of Porter’s description: “a small thin straight top serif”.

The references - by all three authors - to varieties in the halfpenny overprints implies a single setting from which some diverge. But the numerals from the same font (i.e. the 1 in overprints 1 and 2 in the Maddocks article, and the 2 in all three of them) are not necessarily the same numerals. The halfpenny bar on the single card is obviously thick; but is the thin bar actually the same on all the reply cards?

These overprints raise a number of similar questions and, with all the respect due to varieties, another explanation can, at the very least, be entertained: overprinting of the single cards (halfpenny and penny, two settings), then of the reply cards (say 1000, being the same run as for the 1d card or, alternatively, representing 2000 overprints with the print order interpreted literally), followed by overprinting of the remainder in slightly different style. I suggest something of this kind occurred at Freetown. Which (or where), then, is the variety?

Reference

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



Re. “Cameroun - Postage Due Stamps 1916 - 1923”

Bob Maddocks

Re. Rob May’s article “Cameroun - Postage Due Stamps 1916 - 1923” in the October 2007 issue of *Cameo*, there are a couple of misconceptions which are worthy of comment.

First: the French Mandate for Cameroun (likewise the British one) did not, as the article states, commence on 1 April 1916. At that date the European War was ongoing and the Versailles Peace Conference to end it did not convene until 18 January 1919. Bilateral Anglo-French discussions firming up the boundary between their respective spheres of administration of Occupied Kamerun began the following March. Germany did not formally renounce her title to all her foreign possessions until 28 June 1919. Moreover the League of Nations which, in due course, was empowered to grant mandatory powers had yet to come into existence.

The Milner-Simon Declaration in London of 10 July 1919 formalised the Anglo-French partition of Kamerun effected on 1 April 1916 and agreed on the mandate system for submission to the Council of the League of Nations. The latter finally ratified the mandates on 20 July 1922.

The French Authorities in Cameroun, however, had in 1921 already asserted their change from occupiers to rulers by issuing their first 'Colonial' definitive set of postage stamps. Stamps of the French Congo overprinted 'Cameroun' replaced the previous 'Occupation' issue.

Second: concerning the postal inventory which Mr. May mentioned was found by the British and used at Duala, this appears to have no substantiation and is moreover contrary to known facts. According to the contemporary official records which I researched for my book (Ref. 1) no corroborative evidence of such a British find (of a German inventory) was noted. In fact, the only inventory mentioned in those records was of the one taken by the British themselves after the capture of Duala. This was, moreover, only of mails and packages, which had been found loose in the former German Post Office and which, as a temporary security measure, had been placed under lock and key by the British (C.E.F.). Because of ongoing military operations, priorities for attention lay elsewhere. It was only following a robbery when the German Post Office (not used as such by the C.E.F.) was broken into on 18 or 19 October 1914 that by General Routine Order No. 51 of 5 November 1914 a special Board was ordered convened to examine those same mails, packages and stores remaining in that building. An inventory was thereupon taken and forwarded to the Headquarters of the Joint Allied Commander of the C.E.F. There was no mention of any German inventory having been found or of such as postage stamps, date-stamps and service cachets. In any event the former German postal date-stamps were already being used in the C.E.F. Post Office / Telegraph Office sited elsewhere. With reference to G.R.O. No. 15 of 2 October 1914, the earliest recorded use so far of a German canceller used on C.E.F. outward mail was 3 October 1914.

Reference

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

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Togo—Early Occupation Mail

John Mayne

Cameo whole number 72 pages 135-136, October 2007 included an article by Jeremy Martin on two early covers to F&A Swanzy Ltd of London. The company had branches throughout West Africa and these covers undoubtedly originated from their Lome office managed by Arnold Bolliger, a Swiss national who by reason of his nationality was not interned. His family resided at Buchs Aarau, Switzerland and considerable mail to them during the occupation is known, most philatelic but probably containing correspondence.

Jeremy says copies of the covers illustrated were sent to him by Erich Schleiper who, like myself, is a member of the German Colonies Collectors group of America (Vorläufer). I suspect they come from a Christoph Gärtner catalogue, both offered in a 2007 auction where I was an under-bidder.

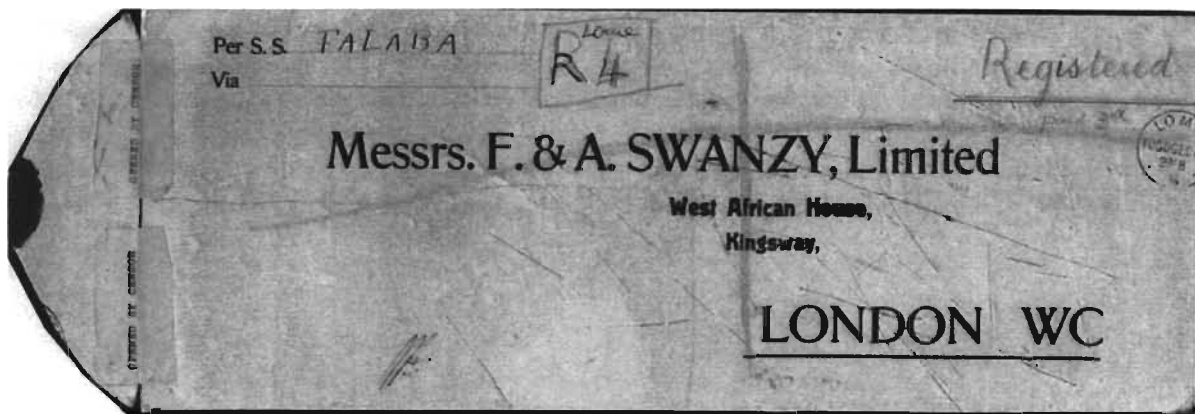


Figure 1 (reduced)

In 1991 I acquired the cover at figure 1 from another auction. The original is too large for my photocopier and while part of the right hand side is not illustrated the area omitted has no markings. The same as cover 2 in Jeremy's article, it was endorsed for *SS Falaba* and posted the same day. While logically both covers travelled together, mine has no Plymouth back-stamp. My cover with registered number 4, held contents of less value and/or weight as postage was paid at 3d, but interestingly it was censored and is, I think, the earliest example of censored mail from the British sector. The paper seals are typewritten; one in black, the other in blue and almost certainly a carbon copy of the other. The initials at the bottom left of both covers match.

Figure 2

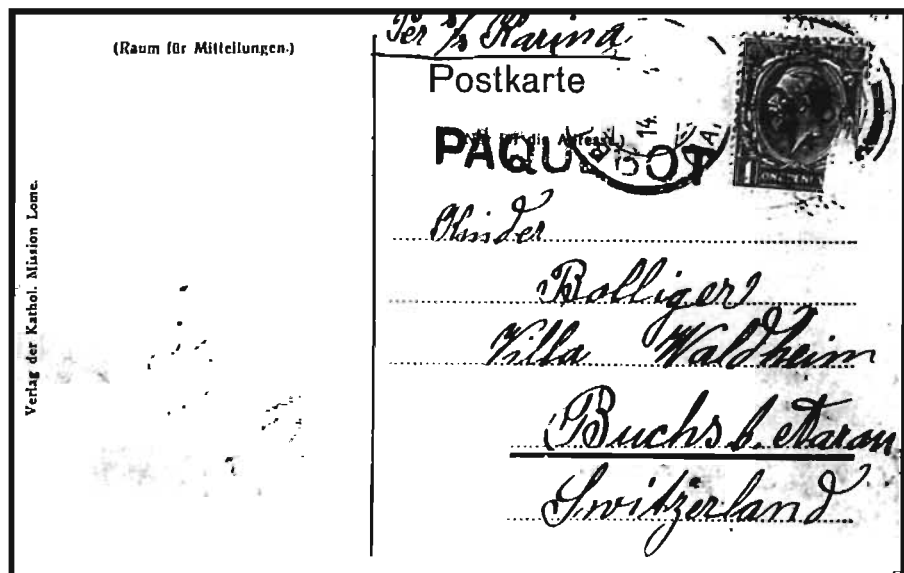




Figure 3

A friend in Germany holds a postcard from Mr. Bolliger, shown as figures 2 and 3. The message on the face side was written at Lome 24 September 1914, the date Lome Post office officially re-opened. Postage of 1d has been met by a GB 1d value, the card is endorsed per *SS Karina* and has a straight line PAQUEBOT strike. Without a Lome cancel there is the possibility it was handed direct on board by Mr. Bolliger. The card is to his daughter, being signed 'papa'.



Tristan da Cunha 1961 South African Currency Postage Dues

Jeremy Martin FRPSL

I wrote about these four stamps in the October 2005 *Cameo* (Ref. 1). Examples exist in the Royal Philatelic Collection. There are imperforate essays of each value:

1 cent	scarlet	Reference No.	356-3
2 cents	orange-yellow	Reference No.	356-9
3 cents	green	Reference No.	356-14
5 cents	lake	Reference No.	356-20

All four essays were approved by the Crown Agents on 21 June 1960. See Figure 1 (page 159) for the 2 cents value. The essays are on two pages. A third page contains each of the four denominations in plate blocks of four. All are plate 1. The 5 cents value is shown in Figure 2 (p159).

Sir John Marriott, then Keeper of the Royal Philatelic Collection, made the following comments:

The receipt of these stamps from the Crown Agents acknowledged on 4.4.62, the Crown Agents said in their letter that they were never issued to the Public. The proposed issue was abandoned when the Island was evacuated on 10th October 1961 following the volcanic eruption.

Note that for the two illustrations: Copyright reserved to H.M. The Queen. Not to be reproduced without the consent of the Keeper of the Royal Philatelic Collection. The editors add their apologies for the poor quality illustration in the previous issue, which has led to the whole article re-appearing in this issue.

My thanks to Michael Sefi FRPSL, Keeper of the Royal Philatelic Collection and to Rod Vousden FRPSL, Assistant to the Keeper, for their help with this article.

Reference

1 Martin, Jeremy, "Tristan da Cunha 1961 South African Currency Postage Dues", *Cameo* Volume 9, No. 2, Whole No. 66, pp97,99, WASC, October 2005

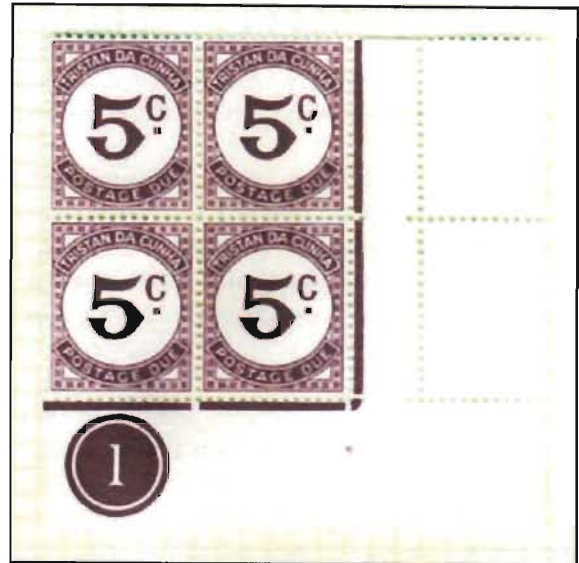


Figure 1 (left)
2c. Imperforate Essay

Figure 2 (above)
5c. Plate (1) Block of Four



A Chinese \$12.50 Two-ocean Rate Cover is Found

Bob Wilcsek

The following article has been submitted for publication in the American Philatelic Journal and has also been offered by the author to Cameo for publication, which we are pleased to do. In part it responds to the article "China via West Africa WW2 - Leopoldville or Lagos?" by John Wilson in Cameo vol 10, no. 1, January 2007, pp48-51



Figure 1—\$12.50 FAM 22/18 cover. Posted Chikhom 18 March 1943. International surface rate = \$1.50 plus registration \$1.50 plus \$12.50 air fee = \$15.50 total franking. No backstamps and no routing instructions—the Chinese endorsement above the registration label reads “Send to Mt Yue Kuan Tan in London

Two earlier articles have discussed Chinese two-ocean mail. (Refs 1 & 2). The first introduced the general topic, and the second article described a \$5.65 discovery cover for the FAM14/18 route. Frankly, the article in Reference 2 was poorly written, and it is my intention to clear things up a bit this time. The topic is complicated, so please bear with me in the following discussion

First, a major error from reference 2: for the FAM 14/18 route (PAA Trans-Pacific then PAA Trans-North Atlantic), it is the \$8.50 rate that has not yet been seen, and for FAM22/18 (PAA Trans-South Atlantic/Trans-North Atlantic) it is the \$11.30 rate that we have not yet found (*not \$11.70 as stated*). The \$11.30 rate was implemented right after Pearl Harbour, and lasted only until the end of February 1942. It is entirely possible that no covers exist carrying this rate, as the situation may have been slow to develop.

While Sieh & Blackburn (Ref 3) combine this into one route which they call "Route III", they break it down into "Route III(a)" which I call FAM 14/18, and "Route III(b)" which is my FAM22/18. The actual Route III description given by Sieh & Blackburn is as follows ("NAL" = Chinese National Aviation Corp)

III. (a) From June 25, 1940 to Dec 7, 1941 NAL to Hong Kong, PAA to San Francisco, air across USA, thence PAA across Atlantic to England

The route FAM 14/18 required three rates, which succeeded each other in the following order: \$5.40 (Figure 2), \$5.65 (Figure 3) and \$8.50 (as yet unknown). See the table for dates that these rates applied.



Figure 2: \$5.40 FAM 14/18 cover. Posted Shanghai 20 January 1941 to London. Rate is 50c. International surface rate plus \$5.40 air fee = \$5.90 franking. No Back-stamps.



Figure 3: \$5.65 FAM 14/18 cover. Posted Yongchowfu 14 July 1941 to England. Rate is 50c. International surface plus \$5.65 air fee = \$6.15 franking. Yongchowfu was in unoccupied ("free") China. Back-stamped Kweilin 17 July 1941 and Chungking 19 July 1941. This may be a rare rate to find as most FAM 14/18 mail came from Shanghai and Canton.

After December 7, 1941 the route changed direction and went west to Calcutta, Lagos, Natal, Miami, New York and on to London. This second portion of Route III is described by Sieh & Blackburn as follows:

"III... (b) From January 21, 1942 NAL to Calcutta , BOAC to Lagos, thence PAA to England via Miami. From January 31, 1942 same route but PAA to Lisbon via Natal, thence surface to England. From February 25, 1942 same route but BOAC from Lisbon to England."

No cut off date is given for this route, so we have to assume it continued until the end of Chinese two-ocean mail, which seems to be some time in March 1943.

The earliest post-December 7, 1941 Chinese two-ocean cover found so far is a cover from Kunming dated September 19, 1942, and was posted at the \$11.70 rate (Figure 4). As stated above, no \$11.30 rate covers have yet been seen. After \$11.70 the rate went to \$12.50 (see the featured cover, figure 1), then to \$13 (figure 5). The cover in figure 5 was posted November 5, 1943 which is the latest date for a cover found so far from this route, and curiously corresponds to the "abandoned" date given in Sieh & Blackburn's tables for this route. Was this a deliberate, last-day despatch?

Other than correcting mistakes in previous writings, it is the purpose of this article to feature another discovered rate cover, this time a FAM 14/18 cover posted at the rate of \$12.50 shown at figure 1. The rate analysis corresponds exactly with the matrix given by Sieh & Blackburn. So the existence of covers posted at the \$5.65 and \$12.50 rates is beyond dispute. What is in dispute are the route descriptions given for the \$12.50 rate and the actual route some of these covers may have travelled. The table overleaf gives a fresh summary.



Figure 4: \$11.70 FAM 22/18 cover, posted Kunming 19 September 1942 to England. The rate is \$1.00 International surface plus \$11.70 air fee = \$12.70 franking. Note the lack of censorship which is very common to this mail, for reasons unknown.

It is ambiguous just what route the \$12.50 rate involved. Sieh & Blackburn's summary of postal bulletins are incomprehensible about this. They call this "Route IV" from Table 9.5.B (page 42) with the following cryptic description:

"IV. From Feb. 5 to March 2, 1942 NAL to Calcutta, BOAC to Lagos, thence surface to England. From June 30 to July 10 1942 NAL to Calcutta, BOAC to Port Bell/Entebbe, South African Airways to Leopoldville (Belgian Congo), PAA to Lisbon, thence BOAC to England."



Figure 5: \$13 FAM 22/18 cover. Posted Chungking 5 November 1943 (date service discontinued) to England. Rate is \$2.00 International surface plus \$13 air fee = \$15 franking. No back-stamps.



Figure 6: One-ocean cover to USA. Posted Kunming 17 July 1942. Routing stamps of Miami 19 August 1942, New York 20 August 1942. Rate: International surface \$1, plus registration \$1, plus air fee \$8.70 = \$10.70 franking. Note obliteration of routing instructions, yet flew FAM 22 nonetheless. It seems the "SAA" part of the instructions was obliterated, as it definitely flew all the way (only 34 days in transit).

To read this description, it sounds like 1) Surface transport was introduced from West Africa to England for about one month in February 1942 for a fee increase to \$12.50 from the then extant (and mysterious) \$11.30 rate, and 2) the SAA (South African Airways) route existed for only about one week. It says nothing about what happened to this route after July 10, 1942. This all sounds very suspicious.

However, the rate tables (9.5B) that follow the route descriptions show the \$12.50 rate beginning much later, on June 30, 1942, and suspended on May 28, 1943. This makes a lot more sense than the dates given in the route description. The \$12.50 cover in figure 1 nicely fits into this time frame, and I think it safe to go with those dates; never mind the cryptic route description and its odd dates. I think the route simply continued via FAM 22/18 to England via Lagos; end of subject.

It is clear the route descriptions are in need of further details in Sieh & Blackburn's book, while the rate dates compare well with covers actually found. Unfortunately J. Lewis Blackburn died several years ago, so no clarification is possible. Pingwen Sieh was not an airmail collector, just a non-philatelic associate of Blackburn's who dug the material out of Chinese postal archives for him and translated them, thus receiving credit as a co-author.

Chinese Two Ocean Mail rates table

Route	Dates of Use	Rate*
FAM14/18 (Jap-occupied China)	June 25, 1940—December 7, 1941	\$5.40
FAM14/18 (Un-occupied China)	June 25, 1940—October 31, 1941	\$5.65
	November 1, 1941—January 20, 1942 (?)	\$8.50 (no examples)
FAM22/18 (Un-occupied China only)	January 21, 1942—February 24, 1942	\$11.30 (no examples)
	February 25, 1942—May 28, 1943	\$11.70
	June 30, 1942—May 28, 1943	\$12.50
	May 29, 1943—November 5, 1943	£13.00

Air surcharges are per half ounce. Surface rates must be added per ounce, plus registration fee, if any.

While SAA collectors may not like what I have suggested above, the plot thickens. There is a corresponding SAA rate and route, #10, to the USA and North America from table 9.4B. The description for this one-ocean mail reads:

“(10) NAL to Calcutta, BOAC to Port Bell/Entebbe via Cairo, South African Airways to Leopoldville, thence PAA onward”

This similarly puzzling route required a \$9.50 rate to the USA (an increase from the standard \$8.70 rate), and dates are listed only in the tables (not in the route description) as beginning on June 30, 1942, the same as for the \$12.50 rate above. Like the two-ocean route above, no discontinuation date is given.

Note the cover to the USA shown at figure 6. It has the correct Route #10 endorsement, but is only franked with an air fee of \$8.70, not the \$9.50 that would match the routing endorsement. \$8.70 was the standard rate to the USA over route #8 at the time which is described as:

“(8) NAL to Calcutta, BOAC to Lagos, PAA to Miami via Brazil, Port-of-Spain (Trinidad), and San Juan, thence air onward”

Since the cover in figure 6 is franked with the route 8 charge, and the route 10 endorsement has been carefully obliterated, we have to conclude that somewhere along the way someone knowledgeable corrected the visible errors on this cover. It is possible that the endorsement was obliterated due to the wrong rate, but for me to buy into that theory I would want to see a Chinese cover that can be proven to have flown on some route close to that described as route #10. So far I have seen none such.

What is clear from all this is that the Leopoldville/SAA route was either stillborn or had serious problems right from the start. It seems certain that the route never developed as planned, probably due to equipment

(aircraft) shortages. Rail service was excellent in South Africa, and that may have prevented any hope of SAA actually flying mail during this confusing period. Other publications (Ref 4) have ruled out the likelihood of Leopoldville ever being a stop on trans-African commercial mail routes from 1941-1945.

In conclusion, we find covers franked with rates for Leopoldville/SAA routes with no credibility (figure 1), and endorsements for similar routes which have been obliterated, when posted at the rate applicable for a different route (Figure 6). It is therefore my conclusion that no Leopoldville/SAA mail was flown in 1942-1943 from external (non-African) sources. The rate tables in Sieh & Blackburn are an internally consistent matrix of rates and dates. Problems arise only when we try to apply the Leopoldville/SAA rates to their very poor route descriptions.

As always, I welcome any evidence to the contrary, or confirmation if available.

References

1. Wilcsek, Robert, "Chinese Two-Ocean Routes and rates", *Airpost Journal*, September 1999
2. Wilcsek, Robert, "More on Chinese Two-Ocean Mail", *Airpost Journal*, August 2001
3. Sieh, Pingwen & Blackburn, J. Lewis, *Postage rates of China, 1867-1980*, published by the Directorate General of Posts, Taipei, Taiwan, 1981
4. Wilcsek, Robert, "FAM22, the first six months", *Airpost Journal*, January 1999



Seagull on the Gold Coast

Michael Ensor



Figure 1: *HMS Seagull*, 1868

When it emerged at the recent Study Circle meeting that several of us possessed items of the Druitt correspondence it seemed to me worthwhile to look into its background. This is what is to be found in the letters held by members and in public records.

Sub-Lieutenant Cuthbert Druitt was a member of the crew of *H.M.S. Seagull* at the time of the ship's stationing on the Gold Coast. He wrote a series of letters to his mother on the ship's notepaper. Each shows where the ship was positioned at the time of writing. The covers carry no indication of West African origin, simply British stamps (a stock of which was presumably held on the ship) and Liverpool arrival postmarks. The covers, several of which were once in Sir Adrian Cadbury's collection, are serially numbered: the highest known is number 30. My own example, figure 2, bears number 11. It particularly interested me as bearing an indication of its contents having been written at Jellah Koffee, which subsequently came to be spelled Dzelukope and to become a suburb of Keta. The letter is dated 2 October 1871.



Figure 2

A description of this particular *H.M.S. Seagull* (several naval vessels in succession bore that name) is in the National Maritime Museum; an illustration is at figure 1. She was launched at Devonport in 1868, one of the Plover class of vessels, the last wooden-hulled ships supplied to the navy. Her three masts enabled her to sail; at the same time she was steam-powered. These two methods of propulsion gave her freedom of movement but entailed a need for regular visits to coaling stations of which there were none on the Gold Coast. Her boilers allowed her to distil sea water, removing the need to make calls to obtain fresh water ashore. She had a shallow-draught hull making her particularly susceptible to the continual rolling of ships on the Gold Coast where the prevailing wind often sets ships at right angles to the waves. Her log records her on one occasion rolling so heavily that divisional drills had to be cancelled.

Her log can be consulted in the National Archives at Kew. It is a detailed record of activities on board but is tantalisingly short of reasons for her presence on the Gold Coast and for what occurred there. Under Commander Stubbs she left Devonport for West Africa on 12 May 1871, calling at Madeira en route to refuel. She coaled again at Freetown on 4 June, thereafter proceeding initially to Jellah Coffee where her log records her as 'employed variously'. Then she joined other naval vessels off Cape Coast. In July there was a brief visit to Lagos. In August and September she was visited by the Acting Governor and then by the Ashanti Prince Ansa and retinue. In late September another visit to Jellah Koffee ended with her having to tow *H.M.S. Pioneer* to Brass River in Nigeria. She then sailed for Fernando Po, where she coaled once more and spent two months around the mouth of the River Congo (for purposes undisclosed in the log).

By 27 December *Seagull* was back at Cape Coast. Early in 1872 Druitt records a call at Assini where the English factory was being threatened by the local chief. 'A palaver was held with him and his subjects'.

Later, with *Rattlesnake* and *Dido*, she was to play a part in the transfer to British rule of Elmina and the other Dutch forts on the Gold Coast. The log for 4 April 1872 reads, perhaps in the expectation of having to provide a landing party ‘issued haversacks to small arms men’. Taking station astern of *Rattlesnake*, she formed part of the flotilla escorting the Governor to Elmina. On arrival there Druitt and a party of 20 men with small arms went ashore in the ship’s cutter (the only reference to him that I could find in the log). Once the handover of Elmina had taken place *Seagull* was sent to land parties of the West India Regiment at the other Dutch settlements—Dixcove and Secondee. On 13 April *Seagull* took the Administrator back to Cape Coast, thereafter patrolling for a month to the west of Cape Coast. On 12 May *Seagull* returned to Jellah Koffee before sailing south to Fernando Po, Ascension and Simonstown.

Next year *Seagull* returned to Cape Coast and on 12 March, following the trouble at Elmina, she went there and ‘brought off the King of Elmina and three of his principal councillors as prisoners’, delivering them to Cape Coast. Thereafter she was actively employed on the Gold Coast during the fighting with the Ashantis. On 4 August, after a final visit to Jellah Koffee, *Seagull* sailed to Lagos, then Ascension and, later, the West Indies.

The other letters shown to me were headed Cape Coast Castle. Visits ashore there allowed the crew to meet the Europeans living there and on one occasion to play cricket against some of them.

A small point that has intrigued me, who lived for some time in the area, is the reason for the calls by *Seagull* and other vessels at Jellah Koffee at a time when the British had lost interest in the Anlo area to the point of abandoning the fort at Keta. The stated object was to re-provision the ships. However the area around Jellah Koffee is no better endowed with livestock and other foodstuffs than other centres on the coast. With the ending of slaving there was little commercial activity there so perhaps the prices of commodities were lower. But Jellah Koffee, situated in the lee of Cape St. Paul, enjoys a measure of protection from the wind not found elsewhere on the Gold Coast and that perhaps offered relief to crews suffering from their vessel’s heavy rolling, though going ashore there through the surf was harder going, Druitt records, than at Cape Coast. Moreover there were no Europeans for company there. Alas, his letter, like the ship’s log, throws no more light on these visits.

The help of Ian Anderson, Jeremy Martin and John Powell in preparing this piece is warmly acknowledged.



The Wesleyan Methodist Mission at Kunso, Sierra Leone

Philip Quirk and Don Carter (deceased)

The village of Kunso is located in the interior of Sierra Leone, some 150 miles NE of Freetown. On 2 November 1891, representatives of the Wesleyan Methodist Church of America purchased a forty-acre site at Kunso, and began constructing what was to be the Church’s first foreign Mission station [Ref. 1]. A temporary mission building was completed by February 1892, and a co-educational school opened the following year. Communication with the outside world was by messenger until a post office was opened. This article aims to elucidate as far as possible the history of the post office at Kunso, and to reconcile some inconsistencies that exist between the various sources of information. Our research has been greatly expedited by the help and advice given by other WASC members, especially Frank Walton, Philip Beale, Oliver Andrew and Peter Richards.

Information about Kunso comes from two main sources: government records and missionaries. Philatelic authors [Refs. 2-4] have based their accounts primarily on the former, including the “Sierra Leone Royal Gazette” (Gazette) and the annual Blue Books, produced by the UK Colonial Office. Sierra Leone Post Office Reports were also published, but few from this period survive in the Public Record Office archives.

Supplementing these government sources, Wesleyan missionaries have provided us with two invaluable books. The first was written around 1912 by Rev. G. H. Clarke and his wife [Ref. 1]; the second, by Charles W. Carter, dates from 1940 and celebrates fifty years of missionary activity in the country [Ref. 5]. Finally, there are items of surviving correspondence from the station (Table 1). Unfortunately, discrepancies between the Gazettes and the Blue Books are common. Where missionary sources allow independent verification, the Gazette appears the more accurate, and some of the Blue Book statements are clearly erroneous, as we shall see.



KUNSO HOUSE

The post office at Kunso was officially opened at the end of 1899. The Gazette [Ref. 6] states: “The Rev. J. M. Bell, to be Postmaster at Kunso in the Karene District, from the 8th ultimo” (8 December, 1899). The 1899 Blue Book [Ref. 7] lists the appointment as commencing from 1 December, with an annual salary of £5. This was the minimum amount paid to postmasters. Kunso was one of ten post offices to open during the year, bringing the total number of offices in the country to 31 [Ref. 2]. Several other Protectorate offices were staffed by clergy or located on mission premises, including Magbelli (opened 1899), Mange (1899) and Rotifunk (1900) [Ref. 4]. A Post Office Notice giving details of the distribution of inland mails shows that from 1 January 1900, mail for Kunso was dispatched from Freetown once weekly on Tuesdays, traveling by contract boat to Port Lokko ([ref. 8], reproduced in [Ref. 4]). The onward journey would have been by carrier.

Shortly after his appointment, Rev. Bell became seriously ill and was succeeded as postmaster by Rev. G. H. Clarke on 21 March 1900 (agreement between Gazette, which erroneously has “G.W. Clarke” [Ref. 9], and Blue Book [Ref. 10]). In the following year, Clarke built the first permanent mission house at Kunso. 1901 was marked by the despatch of a new, steel date-stamp for Kunso [Refs. 3,4,11]. What, if anything, was used on mail before the arrival of this device remains a mystery as no correspondence has been recorded before 1904.

At the end of 1901 Miss Marie Stephens arrived in Sierra Leone, and was appointed postmistress at Kunso from 1 May 1902 (Gazette [Ref. 12]; the Blue Book [Ref. 13] gives 1 January). The salary remained at £5. A teacher by profession, Miss Stephens took over the running of the Mission school. When Miss Stephens’ term in the field ended, her successor as postmaster, from 1 January 1904, was Mr. Albert L. Macy (Gazette [Ref. 14]). Later that year, the sailing schedules to Port Lokko were changed [Ref. 15]: “From the 14th June, 1904 and until further Notice, the Mails for the following places will be closed at the General Post Office, Freetown, on every Thursday at 3 p.m. viz:- Batkanu, Kaballa, Kambia, Kunso, Magbile, Mange, Port Lokko.” Presumably the boat now sailed on Fridays.

Macy's term in the field ended in September 1904 [Ref. 1] (Carter [Ref. 5] erroneously gives February 1904). From 23 August 1904, he was replaced as postmaster by Miss Imogene Jones, a nurse (Gazette [Ref. 16] and Blue Book [Ref. 17] concur). Miss Jones' own term finished in October 1905, the same month as Miss Stephens returned to the field [Ref. 1]. Apparently Miss Stephens resumed the role of postmistress, but she died shortly afterwards, perhaps before any Gazette notice of her reappointment could be published. On 31 March 1906, the Gazette [Ref. 18] recorded: "Miss Hattie B. Crosby to be Postmistress, Kunso, from the 1st January last, *vice* Miss M. Stevens (*sic*), deceased." Miss Crosby's tenure lasted until 31 December 1906, when the post office was officially closed. The Gazette of 12 January 1907 [Ref. 19] notes: "The services of Miss H. B. Crosby, as District Postmistress, Kunso, have been terminated from the 31st ultimo, owing to the closure of the office at that place." The 1905 and 1906 Blue Books [Refs. 20,21] incorrectly list Miss Jones as postmistress.

Following the deaths and illnesses of her colleagues, February 1906 found Miss Crosby as the only non-native person serving at Kunso. Clarke [Ref. 1] recounts that she moved to Magbelli for a while, leaving the station in the care of two native workers. Miss Crosby returned to Kunso in the summer, accompanied by Rev. James Hal Smith and his wife. The girls' school was removed to Masumbo, with Miss Crosby working there alone for four months at the end of the year [Ref. 1]. It is therefore likely that the post office at Kunso was actually closed for most of 1906. In the meantime, sailings to Port Lokko were altered to Saturdays, the mails closing at 3 pm on Friday [Ref. 22].

The Gazette of 8 June 1907 [Ref. 23] reported the reopening of the Kunso post office. "The public are hereby informed that the Post Office at Kunso in the Karene District of the Protectorate has been re-opened for the transaction of Postal business. The service is weekly and transmission of Mails in both directions is via Port Lokkoh. The date of receipt and despatch will be specified in Quarterly Time Tables issued at the General Post Office, Freetown, for Mail Service to the Protectorate. Jas. C. Smith, Colonial Postmaster General, G.P.O. Freetown, Sierra Leone, 1st June 1907." The new postmaster was the Rev. James Hal Smith. According to the 1907 Blue Book [Ref. 24], he began his duties in July 1907, "*vice* Miss Imogene Jones, resigned". This last statement, although consistent with previous Blue Book records, is obviously incorrect. Interestingly, Smith was to receive no salary. Proud [Ref. 4] mentions a closure at Kunso from 31 December 1907, but this appears to be a mis-reading of the 31 December 1906 closure notice. There is no mention of a December 1907 closure in the Gazettes; furthermore, a postcard from Kunso dated 3 January 1908 has survived. Rev. & Mrs Smith finished their term at Kunso in August 1908 [Ref. 1], but the 1908 and 1909 Blue Books [25,26] still cite Smith as unsalaried postmaster. During 1909, sailings between Freetown and Port Lokko changed twice more, with mails closing on Wednesdays from 3 February (Thursday sailings) [Ref. 27], then reverting to Mondays from 18 October (Tuesday sailings) [Ref. 28]. In September 1912, outbound sailings from Freetown were revised to Mondays, with mails closing on Saturdays [Ref. 29].

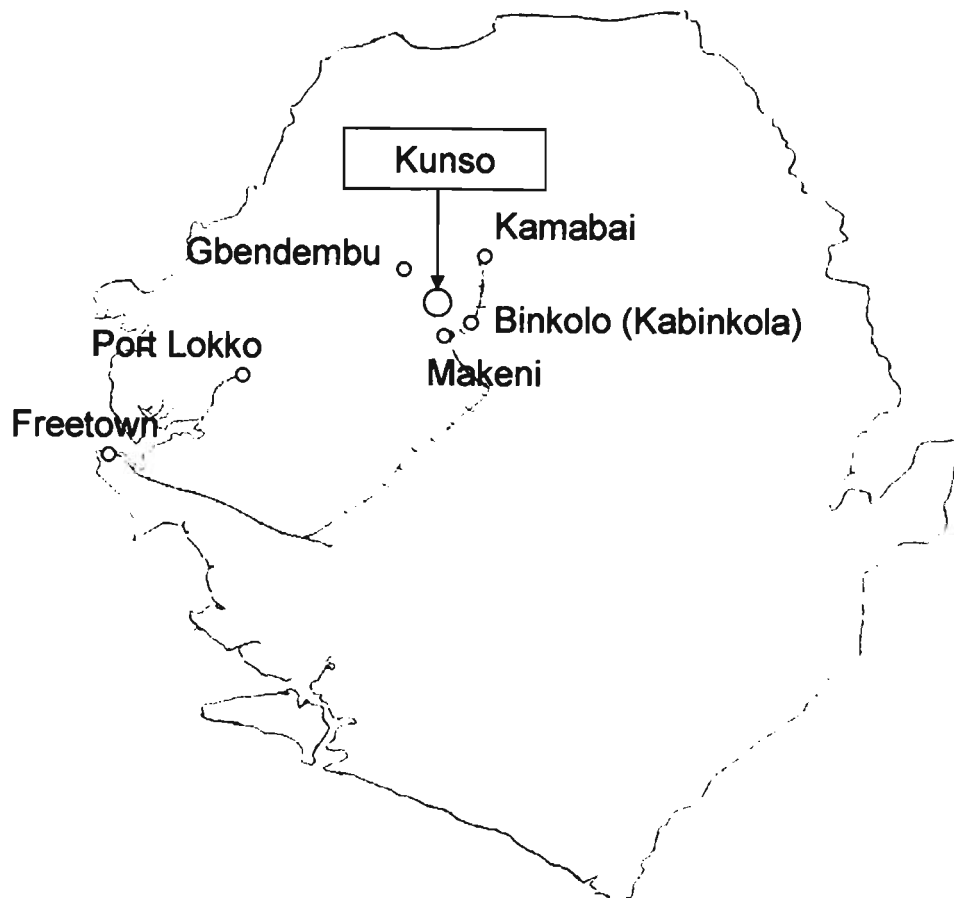
Perhaps because the postal official at Kunso no longer received a salary, we have found no further reference to the post office in Blue Books or Gazettes after 1909. However, the existence of items from Kunso postmarked between June 1909 and November, 1914 (Table 1) indicates the continuation of postal service. Strong candidates for running the post office in this period are two previous postmistresses: Hattie Crosby returned to the field between December 1908 and October 1911, while Imogene Jones resumed her nursing duties at Kunso from October 1910 until January 1913 [Refs. 1,5]. The office may not have been open continuously; in fact, a re-opening late in 1912 might account for the 1912 postcard bearing a 1d King George V definitive stamp, a very early usage [Ref. 30]. The latest item known from Kunso is dated 30 November, 1914 [Ref. 31].

On 17 April 1916, the Governor's Council advised that the Port Lokko mail contract be not renewed, due to a proposed increase in the contract price [Ref. 32]. Although the boat operator offered to waive the increase, Council advised that their decision be not reconsidered [Ref. 33]. By this time, the obvious route for mail to Kunso would have been by rail, the line to Makeni having opened in 1915.

A gradual transfer of missionary services away from Kunso took place during the second part of the decade. The medical work was transferred to Kamabai in 1915, while in 1918 the boys' school moved to Binkolo, and the Kunso station was officially closed to foreign residence [Ref. 5]. This probably

establishes 1918 as the latest year in which the Kunso post office could have been open. Alternative facilities were provided at Makeni (opened 21 December 1914), by an apparently short-lived office at Binkolo (Kabinkola, postmarks known 24 March 1916 – 28 Apr 1917), and at Kamabai (open by 30 October 1916) [Ref. 4].

After 1918, Kunso remained as an outstation of the Masumbo mission, served by native ministers. It witnessed a major Christian revival in the late 1920s, and a permanent church was built in 1938 [Ref. 5]. New motor roads were opened between 1927 and 1930, and the Makeni – Gbendembu road passed through Kunso. On later maps, Kunso appears as Kunshu, just SE of the Mabole river ferry crossing [Ref. 34].



Map showing the location of Kunso

Table 1: Surviving Mail from Kunso

19 April, 1904	earliest postmark date documented by Walton and Proud
29 October, 1904	Postal History Auctions, 5.11.1999, lot 1217, envelope
7 November, 1904	postmark date listed by Proud
12 November, 1904	Postal History Auctions, 5.11.1999, lot 1220, envelope
3 January, 1908	Postal History Auctions, 5.11.1999, lot 1218, postcard
26 June, 1909	eBay auction, 2003, postcard (Richards)
2 December, 1909	Harmer's, Sale 4689, 14.12.2000, lot 1785, postcard
9 December, 1909	(Richards) (the 9 of the date inserted by hand)
19 May, 1910	Postal History Auctions, 5.11.1999, lot 1219, postcard
27 November, 1912	eBay auction, 2002, postcard, Cameo [30]
30 November, 1914	Cameo [31]
Date not given	Cavendish Auctions, Sale 634, 24.1.2003, lot 229

Table 2: Postmasters and Postmistresses of Kunso Post Office

Name	Dates
Rev. J. M. Bell	8 Dec. 1899
Rev. G. H. Clarke	21 Mar. 1900
Miss M. Stephens	1 May 1902
Mr. A. L. Macy	1 Jan. 1904
Miss I. Jones	23 Aug. 1904
Miss M. Stephens	Oct. 1905
Miss H. B. Crosby	1 Jan. 1906 - 31 Dec. 1906
Rev. J. H. Smith	1 Jun. 1907 - (Aug. 1908)

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- 6 Gazette, 31 January 1900, p.7
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- 8 Gazette, 31 January 1900, p.10
- 9 Gazette, 30 April 1900, p.101
- 10 Blue Book, 1900
- 11 Beale, P., Martin, J. and Walton, F. (2001). *“West African Post Office Impression Books”*, West Africa Study Circle, Dronfield, UK.
- 12 Gazette, 18 April 1902, p.154
- 13 Blue Book, 1902
- 14 Gazette, 19 February 1904, p.85
- 15 Gazette 17 June 1904, p.331
- 16 Gazette, 9 September 1904, p.524
- 17 Blue Book, 1904
- 18 Gazette, 31 March 1906, p.119
- 19 Gazette, 12 January 1907, p.12
- 20 Blue Book, 1905
- 21 Blue Book, 1906
- 22 Gazette, 24 February 1906, p.79
- 23 Gazette, 8 June 1907, p.309
- 24 Blue Book, 1907
- 25 Blue Book, 1908
- 26 Blue Book, 1909
- 27 Gazette, February 1909
- 28 Gazette, 16 October 1909, p.620
- 29 Gazette, 24 August 1912, p.492
- 30 Quirk, P., Walton, F. and Carter, D. (2003). *“A 1912 Postcard from Kunso, Sierra Leone”*, *Cameo* Vol.7, No.5, pp.265-267.
- 31 Walton, F. (2005). *“Sierra Leone Kunso Post Office”*, *Cameo* Vol.9, No.1, p.55.
- 32 Sessional papers CO270 46, 17 April 1916
- 33 *ibid.*, 8 May 1916
- 34 Walton, F., personal communication

Kano—Kaduna local post, Nigeria

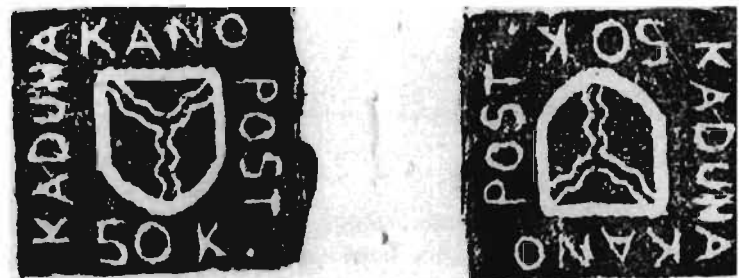
Victor Berkovich, via Rob May

The following article first appeared in the *Cinderella Philatelist* volume 47, no.3, whole number 187, pp134-136, in July 2007. It has been slightly edited here. Since it appeared, I have been fortunate to acquire some of the illustrated material which meant I could improve upon the quality of the photocopies of the article I originally received. A previous article on these stamps by Michael Wright appeared in *Cameo* vol 7, number 5, p306, May 2003, and a response by Tony Plumbe in *Cameo* vol 8, number 1, p4, October 2003.

Victor Berkovich reported that he had found a lot on eBay described as “1982 Nigeria—Local—Post—Cover—Stamp & Booklet. Very interesting—Local post operated between Kano and Kaduna. Fees paid with stamp which is then covered with PO stamp when delivered to PO. Includes block of 6 and booklet with 10 stamps”

The stamp design, shown at figure 1, bears a primitive coat of arms in the middle, KADUNA on the left, KANO on the top, POST on the right and 50k at the bottom. The stamps are printed in dark blue on white paper with thick shiny gum. The printing method appears to be from a woodblock, by the negative impression with smudgy ink. Each of the 16 stamps shows a different sized smudge on the inner proximal margins. However, all 16 stamps were printed from a single woodblock which is evidenced by exactly the same flaws on all of them, positioned as eight tete-beche pairs. The very even spacing within two vertical rows precludes simple manual hand-stamp production and indicates machine printing (*Ed: tete-beche because the strip of paper was put through the machine twice—once for each edge*)

Figure 1



What appear as a primitive perforation in the inner proximal margins between the pairs are the holes that were punched with staples. The booklet cover is made out of brown cardboard, lacking any print or script. The booklet contains five tete-beche pairs of 50k stamps and is held together with three staples, punched in the middle of the inner proximal margins.

These were accompanied by a letter, enclosed in a cover that had been posted by this local post. The letter states:

“Sirs,

I sell these stamps for the Courier. It goes from Kano to Kaduna and from Kaduna to Kano every day but Sundays. And then it delivers mail to the Post Office. It saves time between the cities.

We mark these stamps with a date mark, to use only one time. Then a Nigeria stamp goes on top of these stamps. You can see this on the letter to you. Also we give you a clean stamp. This is a sample.

These stamps come in books of ten each. This is convenience.

Ask the bank for exchange rate.

Sulaiman Zubairu

c/o PO Box 262

Kaduna

NIGERIA”

The letter was enclosed in the cover illustrated at figure 2. The addressee is Blackwood Hodge Ltd, Kano; the sender's name on the backflap is Sulaimon Egunjobi, PO Box 229, Kaduna, and the cover was put into the Nigeria postal system at Kano at 8.45am on 20 Aug 1982, evidenced by the machine cancel. (*Ed— in fact, as the cover is addressed to a PO Box the 10k stamp paid only for the clerk to put the letter into the box for collection by the addressee*).

The Nigerian 10k cheetahs definitive stamp has been cancelled by the machine and also scribbled in black ballpoint pen. Undemeath the Nigerian stamp the edges of the local post stamp can be seen, comprehensively obliterated by a large red ink rectangle that shows all around the sides of the Nigeria stamp applied on top of it. Such an inventive usage is unprecedented among any local posts known to this writer.

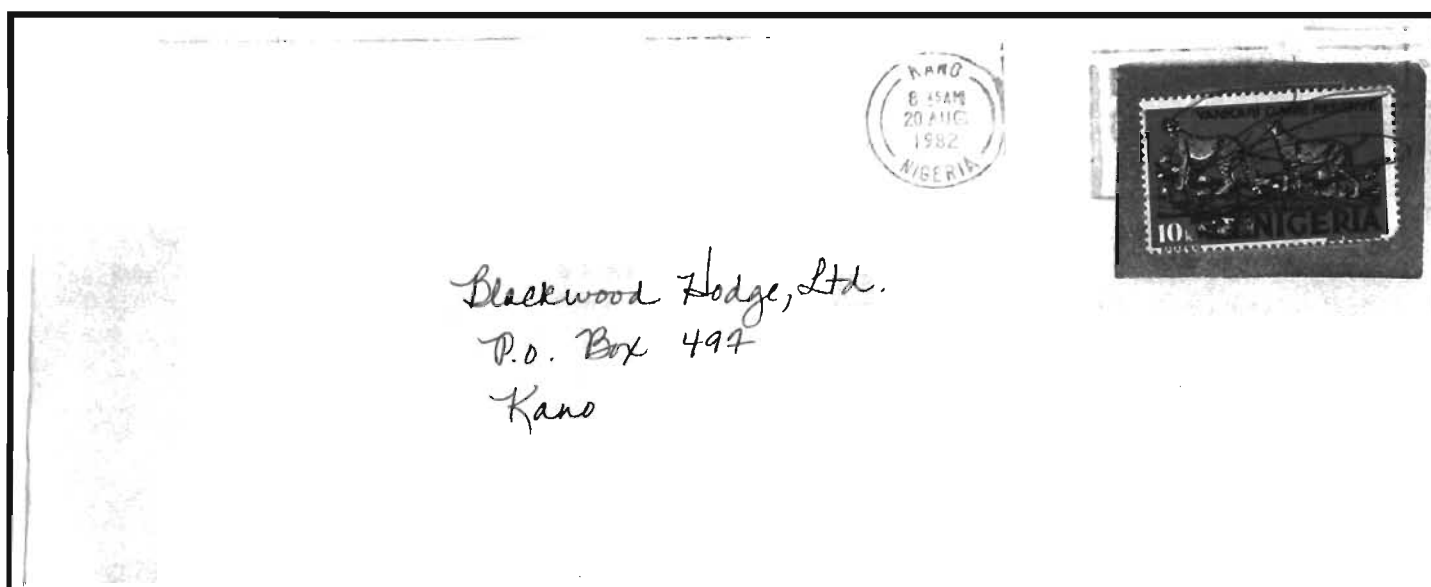


Figure 2

Kano and Kaduna are rather large cities in Northern Nigeria. The population of the cities is nearly half a million each. The distance between the two cities is about 150km, with a railway connection. The cover shows that the service had actually been put into effect and had not just been a dream.

The sender's address being in Kaduna, the cover has apparently traveled by the private courier from Kaduna to Kano, where it entered the Nigerian GPO mail stream. The attempt by Sulaiman Zubairu and Sulaimon Egunjobi to make a small profit from their service as well as by selling stamps cannot immediately condemn these stamps to the status of bogus or speculative issues. Their promotional attempt to Blackwood Hodge demonstrates the important feature of availability of a genuine mail service available to the public, or at least to businesses. The linking to the GPO and the availability of the service to the public are two important characteristics of a bona fide local post, and both of these apply to this Kano-Kaduna Local Post. (*Ed—and there is no evidence that it had occurred to the promoters to sell these stamps to collectors*)

Besides linking to the GPO and the availability to the public, authorization by the government or local authority could also be considered an important feature for a service to be classified as a true local post. We do not know what the authorities made of this courier service, but it is not crucial. Many adhesives traditionally recognized as local post stamp issues, like the US local posts of the 19th century and the Swiss hotel posts were purely private enterprises. They competed with government organizations, were not officially authorized and often operated despite government sanctions.



Sierra Leone Wilberforce Stamp Issue: An Appraisal of History

Kevin Lowther

This is a slightly adapted version of an article which first appeared in The American Philatelist of May 1971.

Before me as I write are two open volumes. One, still redolent with the mustiness of West African damp, is *A History of Sierra Leone*, by Christopher Fyfe, published in 1962 by Oxford University Press. The other, a stamp album, displays the beautiful 1933 Wilberforce issue of the same country.

Each volume has its own story to tell. The 773-page history and its scribbled margin notes recall late evenings of a Peace Corps volunteer, preparing to teach the next day's class of Sierra Leonean history students. The stamps reflect my resulting interest in a different, but related, history—that of the stamps and philatelic past of Sierra Leone.

The Wilberforce centenary issue holds a special fascination for me—not only because it was intended to convey a portion of the same Sierra Leonean heritage that I taught. I say “intended” because I consider the Wilberforce issue fails to deliver its historical message.

Commemorative stamps were just coming into vogue among British colonial issues of the early 1930s. The most appropriate historical event for commemoration in Sierra Leone then was 1833—the year in which the British Parliament climaxed a half century of debate by outlawing slavery throughout the Empire. Only a month before passage of the Emancipation Bill, William Wilberforce had died at age 74. He had spent more than half his years urging Parliament to eradicate slavery and the slave trade. He also had been among the most active supporters of the settlement of freed slaves in Sierra Leone.

Many of my students could trace their ancestry to the uprooted and enslaved Africans whom the British returned from bondage to their own soil. My school, on the westward outskirts of Freetown, overlooked the same shoreline that saluted several distinct groups of African settlers who arrived between 1787 and the mid-nineteenth century.

These original settlers included about 400 impoverished blacks, recruited largely in London and dispatched by philanthropists in 1787 to pioneer the free domain of Sierra Leone. This ill-fated mission, resulting in death for many within the year, was followed by the arrival in 1792 of nearly 1,200 “Nova Scotians”—former American slaves who had served the British cause during the American Revolution and been resettled near Halifax. When offered the opportunity to start life anew in a more congenial setting, many accepted. There were also the Maroons—escaped slaves in Jamaica—whom the British authorities relocated to Sierra Leone in 1800.

In 1807, Parliament finally responded to the prodding of Wilberforce and others to prohibit British subjects from engaging in the slave trade. Naval squadrons were sent to patrol the West African coast, and for the next half-century intercepted slave ships before they could make for Brazil, the Caribbean and southern U.S. ports. These prizes were brought to Freetown and their human cargo—ultimately tens of thousands—liberated and resettled in “re-captive” villages dotting the hillsides of the Sierra Leone peninsula.

Judged against this outline of Sierra Leone's early history as a haven to the oppressed, the Wilberforce issue—for all its beauty—falls sadly short in terms of historical relevance.

Writing in the December 1933 issue of *The American Philatelist*, Winthrop S. Boggs declared the Wilberforce designs “replete with symbolism” and “self-explanatory.” However, among the thirteen values, only three include vignettes that reflect Sierra Leone's early history and *raison d'être* during Wilberforce's lifetime. Wilberforce himself is absent, obedient to the tradition that only the bust of the English sovereign might appear then on stamps of the realm.

The three “relevant” scenes appear on the one penny stamp, which depicts a slave dropping his broken chains upon the beach of freedom; the two pence showing the famous Cotton Tree (still thriving in 21st century Freetown), which marked the location of a pre-colonial slave market; and the two shilling stamp, which recalls “An Old Slavers’ Resort” on Bunce Island.

Bunce (or Bance) Island was hardly a resort. In the parlance of the times, it was a “factory” which served as a depot for the slave trade. Africans brought down from the interior were manacled to the walls—which I saw in 1964 and still stand in 2007—while they awaited sale to slave ship captains.

The rest of the Wilberforce values do little justice to the ideals and hard work that resulted in the establishment of Sierra Leone, the banning of the slave trade and the abolition of slavery in the British Empire. The “symbolism” of modern government buildings, a featureless map of Sierra Leone, an elephant and pedestrian “native” images escapes me. It would have been far more appropriate to commemorate the arrival of the first black settlers in 1787; the “Nova Scotians” setting sail from Halifax; “re-captive” villages quaintly named Kent, Gloucester, Hastings and Leicester; and a British Navy ship capturing a slaver off the West African coast.

These and other historical reflections would have added a welcome dimension to the Wilberforce issue. Nonetheless, it has earned its home in my collection. It is a philatelic “period piece.” It is aesthetically pleasing. But, most important, it reminds me of the students I taught in Freetown and the people who taught me much more in return.

Postscript: In retirement, I have renewed my interest in Sierra Leone and am working on a biography of John Kizell, who was taken as a slave from the Sherbro region in the early 1770s, served the British Army during the American Revolution and returned to Sierra Leone, where he attempted to persuade his people to abandon the slave trade. One of those advising me is none other than Christopher Fyfe, the guru of Sierra Leone’s history, whom I visited in his London home in August 2007.



QE2 West African Stamp Mysteries

David Wright

Why a RED palm-tree in the Gambia?

The Gambia’s first true pictorial stamps appeared in 1953; before then, we only had the colony’s badge. The 1953 set is a delight – and a very good summary of this small colony. Best of all is the ‘Lady Wright’ [no relation] on the 3d. It had its own TPO, as I discovered when I travelled on this ship in 1972 – but that’s another story.

But why a RED palm tree on the ½d, surrounded by green, when truth would have a brown tree-trunk? The 6d, with the brown tree-trunk, is so much more effective. But the ½d is the stamp we all had in our collections – it was the stamp which featured in the bargain packets.

These stamps were before package-flights ‘took off’ – but I feel sure that the attractive scenes were a factor in establishing tourism in The Gambia.





Why did Sierra Leone ‘turn black’ in 1956?

There are 13 interesting, well-chosen and accurate views of SL in this 1956 set. But all of the scenes are black – why? It is a style that may suit the chilly Falklands Islands, but I can see no case for black as the choice for bright tropical scenes. Or are there, somewhere, enthusiasts for black?

Why did the Gold Coast’s green horse turn red in 1953?

The short and simple answer is that the horse moved from the ½d to the 2½d! But that simple answer causes more mysteries to surface. Why was the horse green in 1948? If green is the required colour for the ½d, why not choose brown, and put him on the 2d brown, thus giving a more realistic impression of the beast? Even if he was green in 1948, why not let him become brown five years later? It is as strange a choice of colours – of two colours, in fact – as the blue dak camel of India!



Why was the distinctive style of Nigeria’s 1953 stamps never adopted elsewhere?

These stamps are unique examples of a ‘Tropical Lowry’ style, by M. Fievet: all the life, vigour and detail of Lowry’s art, PLUS tropical environments and a tropical *joie de vivre*. These stamps are an impressive summary of Nigeria’s economic development: it is fascinating to see the huge sacks of groundnuts and cotton, ready to be transported southwards from the dry north. And there is more – the background to the 1½d is a superb evocation of a northern, Islamic, city. The groundnuts, cocoa [4d] and palm oil [5s] grow with vigour and accuracy in the side margins.

There are many other treasures in this set – not least the steam train on the 3d. The locomotive breathes power and movement – more so than any other stamp I can recall, yet it is only a marginal illustration! The unsolved mystery is why this talented artist does not have other QE2 stamps to his credit. Just think how he could have transformed the stamps of East Africa!



Ed—I think I can partially answer this one. Nigerian collectors will know that Maurice Fievet also designed the 1965 animals set of definitive stamps, before Nigerian stamp design was put into the hands of local artists. Maurice Fievet is/was a recognised artist who, with his wife Jeanette, travelled extensively in West Africa after WW2 recording wildlife, ethnography and the landscapes in paint and on film. I aim to provide a biography in the next issue of Cameo

West African Troops in East Africa 1916-18

Rob May

By April 1916 both the campaigns in Togo and Kamerun against the Germans were over, but the campaign in German East Africa continued. The Germans, under Von Lettow-Vorbeck were conducting a skilful war of attrition, conducting hit-and-run raids on the Allied troops whilst living off the land with the support of expatriate German farmers and ranchers; also by confiscation of supplies from native villagers. The Allies suffered huge losses, more due to disease than combat. The long supply routes in this huge territory relied on African carriers, who were also suffering an alarming death toll through disease, thereby immobilising the fighting forces. For the Allied carriers,

“The mathematics were sobering. For example, in order to maintain troops 450 miles from the railhead in Northern Rhodesia 16,500 carriers were needed to transport a single ton of supplies – enough to feed 1000 askari and their camp followers for just one day – for the simple reason that 14,000 men were required to carry the food for the 2,500 who carried the troops’ supplies”

(Ref 1, p 286)

The cost in native African lives of the German forces’ carrier service was less extreme, because the Germans had the local knowledge to use carriers close to their homes, which meant that the local carriers could continue to till their land, feed themselves and avoid disease. The Germans also kept no records of fatalities! By whatever means, they were able to keep mobile their much smaller fighting force, of about 8000 by the end of 1916.

Until 1916 the bulk of the Allied fighting force was South African, all white, as the South Africans would not arm “coloureds”, and with the same susceptibility to death by tropical diseases as had been seen throughout the 19th century in Africa. The South Africans were under the command of General Smuts, who invited the Germans to surrender in September 1916, then for political reasons declared the campaign won. It was far from over, but Smuts needed to withdraw most of the South African troops. The solution for the British was to replace the South Africans in December 1916 with predominantly black native troops from West Africa, and with the Indian Army.

The summarised order of battle for 30 June 1917 (ref 1, pp417-418) shows how large a role was played by the West Africans in this campaign;

Norforce (Brig-Gen E Northey)

Not detailed as here as they were entirely South African and East African troops

Hanforce (Brig-Gen J.A. Hannington)

No 1 column made up of 7th South African infantry, 33rd Punjabis, Gold Coast regiment and 2/2 Kings African Rifles (“KAR”)

No 2 column made up of 129th Baluchis, 1/3 KAR, 2/3 KAR and 3/3 KAR
Force reserve 8th South African Infantry

Lindi Column (Brig-Gen H. De C. O’Grady)

25th Royal Fusiliers

½ KAR, 3/2 KAR and ¾ KAR

No. 259 Machine Gun Company

Nigerian Brigade (Brig-Gen F.N.B. Cunliffe)

1st, 2nd, 3rd and 4th Nigeria regiments

Gambia Company

Iringa Column

17th Indian Infantry

2/4 KAR

General reserve

30th Punjabis
Cape Corps
1/6 KAR

Lines of Communication

130th Baluchis
40th Pathans
5th Light Infantry
British West Indies Regiment
Bharatpur Imperial Service Troops
Jhind Imperial Service Troops
Kapurthala Imperial Service Troops
3rd Gwalior Imperial Service Troops
Rampur Imperial Service Troops
2WIR
Arab Rifles

Plus artillery and ancillary units

The skirmishing in German East Africa continued right to the end of the war in Europe, with Von Lettow-Vorbeck and his force steadily retreating back to the border with Portuguese East Africa by the end of 1918.

An extensive correspondence appeared on the market in the last couple of years, between Major Rowland Litchford of the 2nd West Indian Regiment and his wife, Ethel at Hitcham Hall, Ipswich. I was able to acquire a small number of letters in their original envelopes dated February-March 1917. I was also surprised to see in a display by Robert Nelson at the last WASC conference two letters of 1899 from Rowland Litchford in 2WIR in Nigeria to Ethel when she was his fiancée and he was on garrison duty at Akassa. He must have had an amazingly robust constitution to serve in Africa for this long!



Figure 1, letter from Hitcham Hall, Ipswich, UK to Major Litchford at Mikindani

The 1917 letters are written to and from Mikindani. This was the port of entry for some of the West African troops and the start point for a supply route to the troops fighting up-country. As can be seen from the above order of battle this is consistent with the "Lines of Communication" deployment of the 2WIR forces. Lindi was also garrisoned by the 2WIR. The first letter, figure 1 is outbound and I have been told that there are few of these in the correspondence. It is franked 1d and addressed to 2nd West India Regiment, British Expeditionary Force, East Africa, endorsed in blue crayon "Mikindani" and pencil dated on arrival "30/3/17", taking 51 days in transit.

Litchford's four letters in my possession are in un-franked "On active service", plain un-crested envelopes, endorsed by himself. Only one has any postal marking, a back-stamped postmark of Indian FPO No 343 dated 31 March 1917. The letters form a diary running continuously from 28th February 1917 to 27th March 1917, when his service at that station ended. Letters were not subject to censorship at this time, so the entries openly detail troop movements and campaigning. The main German forces were not active around Mikindani during this period, but the command seems to have expected them to be, or else did not have enough intelligence to be complacent about the risk of a hit and run raid on their supply line. Whatever the reason, Major Litchford was involved in sending out patrols of the 2WIR and other troops under his command and rounding up what were probably armed local German residents and their employees.

Reproducing the entire letters here would probably not be a good use of space so I have selected a few extracts which may be of interest to members and historians. I can provide photocopies of a transcript if anyone wants more detail.

Weds 28th February 1917

"I sent off my usual letter to you by the weekly whaler leaving this morning. We got news of a party of 9 white Germans and a proportion of Askaris with 2 maxims and a small gun having come to a place about 3 hours from here and rather wonder what they have come for, report says to pay us a visit, quite as likely to try to collect food"

Friday 2nd March

"News arrived that the Germans had moved up a bit nearer on to a hill very thickly covered with bush and forest near a rubber plantation about 6 or 7 miles away. I rather wonder whether they are coming on here but think it unlikely or they would not have hung about so long as they must know that news of there (sic) whereabouts has been brought in here, they are rather a nuisance without giving any redeeming amusements"

Saturday 3rd March

"Our mail ship arrived this evening late, she should have been in yesterday in the ordinary course of events....A detachment of 34 Zanzibar African Rifles arrived and had to be got off the whaler tonight. There was of course no notice of their coming and none of them speak any English. No private letters arrived in this mail though we hear there are some hanging about somewhere. They do manage the post office arrangements vilely. However, everything in East Africa is on a par with it from what I've seen"

Sunday 4th March

"I have had a look at our arrivals of last night, they are of all tribes from cannibals of the Belgian border to Nubians from the Egyptian Army and speak not a word of English among them. However, I understand they are right good in the bush"

Tuesday 6th March

"The 'Pickle' came in this morning and goes out tomorrow taking letters"

Friday 9th March

"It rained pretty hard most of the night. Our trenches here require digging out after every fall of rain; the soil being very sandy, with no cohesion, washes into them from the sides and fills them up, though in dry weather they stand well"

Saturday 10th March

“It is no good cabling to me, a telegram takes just as long to reach one as a letter, in fact the only ones I’ve known of coming were longer on the road than the letters....I can’t cable you money as there is no wire nearer this than Dar-es-Salaam and boats from here don’t go there and private wireless messages are not allowed”

Sunday 11th March

“Late yesterday evening two prisoners of war, German Askaris, were brought in by natives from a place about 12 or 13 miles away. There were two Askaris and their boy in the party, the natives killed one soldier, broke the leg in two places and otherwise battered the boy and brought in the 2nd soldier in a fairly good state of repair, they were going from one small German camp to another with letters one of which was brought in but was only saying the man who sent it was sick with fever and wanted medicine.....A patrol I had sent out the night before last came in bringing 3 more German Askari they had with the help of natives captured near the place where the others were caught.....One of the Askari said that the Germans in this part are going to meet at a place called Libore about 25 miles from here to consult as to whether they will continue fighting or throw it up”

Monday 12th March

“I sent out another patrol to try and catch Schultze the man whose letter we got, the patrol may catch him if he is as sick as his letter leads one to believe”

Tuesday 13th March

“My patrol came back having missed their way through this fool of a guide losing himself or something very like it – these natives are such awful liars....I am sending the prisoners of war away tomorrow morning on the ‘Pickle’, also some men I suspect of having given information to the Germans from time to time, also a collection of missionary teachers who are too lazy to work but will eat forever if one gives them food for nothing”

Wednesday 14th March

“I got orders from Lindi to collect and send off as many carriers as I could get, so I have sent word all around the district through the Liwale and Sheik Hassan bin Hassan who is more or less a power in the land, for carriers to come in. I have been preparing their minds for this for some time and am assured I should be able to get some 400.”

Thursday 15th March

“A native came in from Bawara this morning bringing in the rifle of a German Askari whom he had killed. The Askari came in the middle of the night before last and tried to take the man as a carrier and caught hold of him whereupon the man pulled out a knife (they all carry them here) and thrust it into the Askari’s stomach even so that he died. I presented the native with 5 rupees (6s8d) and lent him another old rifle more suited to him to carry on the war with.”

Friday 16th March

“I sent off 164 carriers this morning as a first consignment to Lindi and enlisted 188 more...”

Saturday 17th March

“This morning 188 carriers turned up and went off, not a man missing. In the German time when they were always forced about 30% ran away in spite of all efforts to keep them...HMS ‘Fly’ came in and brought a mail of sorts, none of us got any private letters, there is a field “Post offese” as the Indian Babu who runs it calls it at Lindi now and this delays mails”

Sunday 18th March

“I did not send off any carriers this morning, they are not coming in so quickly now. However there will be 149 to go tomorrow morning making 500 in all and I only promised 400.....This morning I went along the train line of the Lindi Kilindi Gesellschaft sisal estates, or along a portion of it rather, to find out what condition it is in and how many trucks were available, also if the engine could be worked, knowing right well that the natives had removed so many small parts that they are at present useless.

Wednesday 21st March

“They seem very particular about the fitness of the carriers they employ at Lindi. It’s not so easy to find sound natives in this part of the world and all I sent were able to carry alright even when listened to with a stethoscope, imperfections were discovered, they want angels or something like it, not porters”

Friday 23rd March

“Report of a German patrol at a place called Mpingo not very far off, it turned out to be our old friend Lewisohn trying to get some food in the shape of fowls or ducks....I went out in the canoe in the afternoon and met the ‘Fly’ coming with mails. There were no private letters by her and not much else except stores....Things do not seem to be moving on either side out here just now, both are hung up by transport difficulties owing to the rains which I fancy are a good deal heavier in the interior than they are on the coast.

Saturday 24th March

“I am leaving here shortly and go first probably to Lindi, then Dar-es-Salaam and probably on to Cape Town or Durban to try and get rid of gout....

Monday 26th March

“I got a letter from Carleton from Lindi saying that a man named Deacon is being sent down here and no one senior to him is to be left so I should have departed anyway. He is only a temporary officer as far as I know.”

Tuesday 27th March

“The ‘Childers’ came in this afternoon with the man Deacon to relieve me and I shall depart from here in a few days time and when or where I shall come back I don’t know but never I hope. East Africa is a place I have no use for whatever. The man Deacon is, or was, an elephant hunter by trade and apparently knows the whole of this country and a great deal more as well he ought to having been in it for 17 years and talks Swahili like a native”

Considering the extent of the commitment of West African forces to this campaign, there seems to be little other postal material or correspondence from that theatre in the philatelic market. It does not help that the outbound covers would have nothing to identify them as having a West African connection, lacking both postal markings and censorship, and that the great majority of the native troops shipped from West Africa would have been illiterate. I would be interested to hear if anyone has earlier or, especially, later Litchford correspondence because I am curious as to how much longer his resistance to tropical diseases held out.

Reference

1 “*Tip & Run; the Untold Tragedy of the Great War in Africa*”, Paice, Edward, published by Weidenfeld & Nicholson, London, 2007. The title is a little misleading – the book is entirely about the East African campaign.



Togo Occupation Mail - Letter Cards

John Mayne

Martin & Walton (Ref 1) list 13 items of stamp-less mail, none from Atakpame in the French sector. Since publication of that book in 1995 I have acquired stampless mail from that town, illustrated at figure 1. It is clearly a letter card as evidenced by perforated sides and foot, but I do not know if it is German, British or French. Posted at Atakpame, French sector, 23 Nov 1915 and endorsed “Correspondence militaire” it is addressed to Paris and logically could have been sent via Anecho. It was actually sent via Lome 25 Nov 1915, where it was censored, and reached Paris 15 Dec 1915, delivered the same day.

In the German period, letter cards were not available although the one example I have in my collection may be unique as the only one known to have been used in the country.

At the time of publication of his book, Jeremy Martin stated Dahomey letter cards overprinted by the French for use in Togo had not been recorded used prior to mid-1922. In 1996 a used example was offered by David Feldman in a batch of 12 items, this posted at Anecho 3 Nov 1920, illustrated here as figure 2. 1 also hold a mint copy and one cancelled to order at Anecho 5 July 1918.



Figure 1: stamp-less letter card of unknown origin, posted at Atakpame, Togo on 23 Nov 1915



Figure 2: earliest postal use of Dahomey PS letter card overprinted Togo sent 3 Nov 1920

Reference

1. Martin J.J. & Walton F.L., *Togo: The Postal History of the Anglo-French Occupation 1914-1922*, WASC, Sheffield 1995

Togo campaign — D.R.A. Bettington

John Mayne

A previous article in *Cameo* (Ref 1) illustrated a cover with two examples of the German 20pfg overprinted yacht with misplaced overprint, of which only 50 examples are possible. That cover was addressed to Welshpool, within 40 miles of my home, and sent by a member of the nursing staff attached to the Togoland invasion force. It was censored by D.R.A. Bettington.

The paper presented before Parliament in April 1915, concerning the invasion and the early days of the occupation, lists Captain D.R.A. Bettington as being both a member of the invasion force and as from the Police Department (Gold Coast). Whilst eight names are listed under West African Medical, these are all male doctors. No nursing staff are listed and so the sender of this first letter remains unknown.

Recently I acquired the cover illustrated as figure 1. It measures 9.25 by 4.25 inches, is addressed to D.R.A. Bettington, by 1919 promoted to Inspector General of Police, Gold Coast Colony, care of the Crown Agents' office in Westminster, and was redirected to Llanfair Caerinion, which is near Welshpool and is the other terminus of the Welshpool and Llanfair Light Railway.

With these two letters, albeit four years apart, both addressed to the same area, one is left to wonder if D.R.A. Bettington already knew the nurse who sent the earlier letter, before they both became part of the Togo campaign.

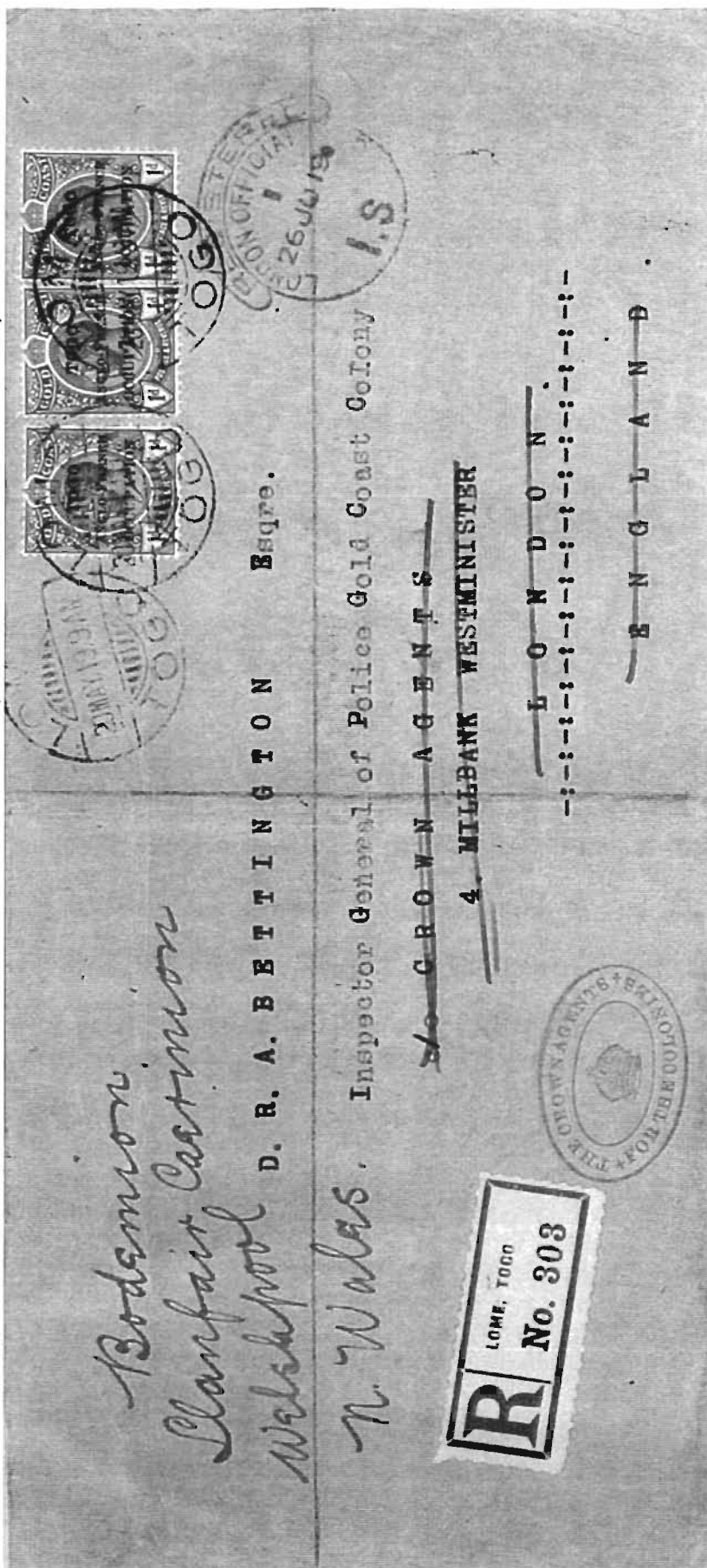


Figure 1

Mamfe, late Ossidinge, Cameroons

Jeremy Martin

At the November WASC meeting in London I gave a short display of Cameroons. Subsequently, Michael Wright pointed out the unusual registration label on one cover and suggested I write it up for Cameo.

It is on a registered postal stationery envelope with a Mamfe double ring date-stamp of 12 SP 29—Maddocks & Bratzel type 70 (Ref 1)

The registration label shows “MAMFE/ (Late OSSIDINGE)”. Maddocks & Bratzel, also reference 1, note that the name changed on 31 March 1922 from Ossidinge to Mamfe. In the areas I collect I cannot recall seeing a similarly-worded label.



Figure 1

Reference

1. Maddocks R.J. & Bratzel M.P., *The Postmarks and Postal History of the Cameroons Under British Administration 1916-1961*, p??, MPB Canada 1994



British fiscal issues used at Lome, Togo in 1946

John Mayne

At the French Philatelic Congress in Poitiers from 15–17 June 2007 I came across some British Consular Service fiscal stamps which from the reverse of the paper were probably applied by an immigration officer to a passport or visa. The dealer selling this item also offered two or three other examples of similar values, which with hindsight I should have bought!



Gold Coast—GB Telegraph Form overprinted

Jeremy Martin FRPSL

A recent query in The Overprinter (Journal of the GB Overprint Society) asked for an illustration of this early Gold Coast telegram form which is listed by Higgins & Gage. I passed the query to Jeremy as I suspected he would be likely to be able to help.

In October 1985 at a small local auction I acquired this unused telegram form shown at figure 1. It is shown at reduced size; the actual measurements being 204mm x 144mm.

Figure 1

It is a British form, perforated at left and taken from a booklet, with an embossed Edward VII 6d purple stamp overprinted in three lines Gold Coast/ Government / Telegraphs. The imprint at bottom right would indicate that the original form was printed in October 1901. The Gold Coast section, page 4, of Higgins & Gage's *Priced Catalogue of Postal Stationery of the World* does also illustrate an example, but it appears to have a crease through the middle.

Alan Huggins also responded to The Overprinter to show an unused copy of this form and commented "This form was sold in booklets and is only recorded with the imprint "1,000,000—10/01. Wt. 16472/393". This imprint does not necessarily indicate 1,000,000 forms were overprinted, merely that 1,000,000 of the basic form were ordered. At the present time no examples of this form with unoverprinted 6d embossed stamps have been recorded (see Langmead & Huggins, The Telegraph Stamps and Stationery of Great Britain, pp129-130; Great Britain Philatelic Society, 2003)"



GB 1d stamp used at Coomassie,, Gold Coast in 1917

Gordon Graham

This long-standing WASC member has gone into print for the first time to ask other members what might be the reason to use a GB 1d stamp at Coomassie, Gold Coast in January 1917, as illustrated?



A Distinctive Freetown Postmark from the mid-1930s

Philip Quirk

Some years ago, I purchased a fine used Sierra Leone 1932 10/- definitive. The Freetown postmark with code C appeared similar to WASC type 34, being 25 mm in diameter with 3.5 mm lettering (Figure 1). When I later acquired the books by Walton [1] and Proud [2], I was surprised to find that neither illustrated a postmark similar to mine; the closest match was Proud's type D63, only recorded used in 1961 and without code C.



Figure 1: Freetown 'C' postmark, February 16, 1935

My suspicions that the postmark might be forged were allayed when I discovered other examples of it on the 1932 1/2d and 1/- values, and on the cover shown as Figure 2. All have code C, with dates ranging between June 1933 and October 1936. Perhaps one of the honourable Study Editors might be kind enough to judge whether or not this postmark requires a new WASC type designation? I would also be grateful for any information that might extend the period of usage.

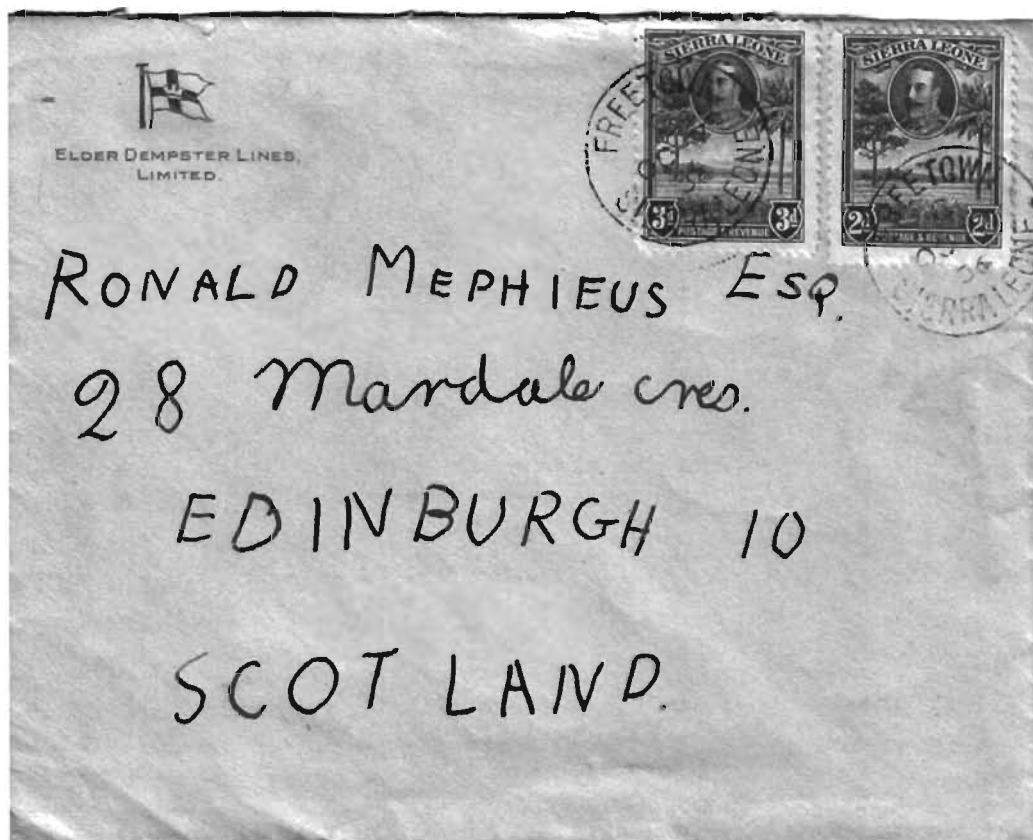


Figure 2: Cover bearing the same Freetown postmark, October 7, 1936

Gbangboma Registration label used at Freetown

Philip Quirk

This 1989 cover to Canada, postmarked with the Freetown Counter No.5 date stamp on 17 March, received a Gbangboma registration label overwritten in manuscript with what appears to be Ftown 1. A Toronto arrival datestamp of 27 III 89 on the reverse confirms the year, which is missing from the Freetown cancels.

Similarly doctored registration labels have been documented by Walton, but Gbangboma appears not to have been previously recorded, even as a post office in its own right. Perhaps it is an alternative spelling of Gbangbama?

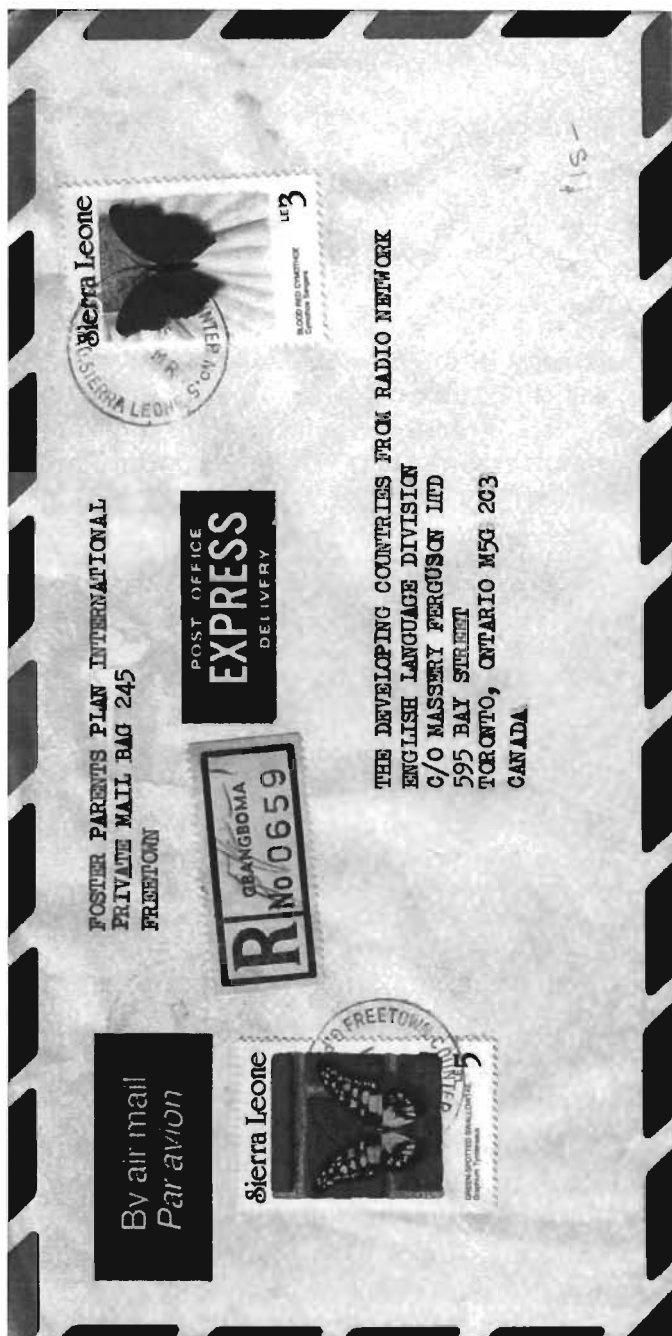
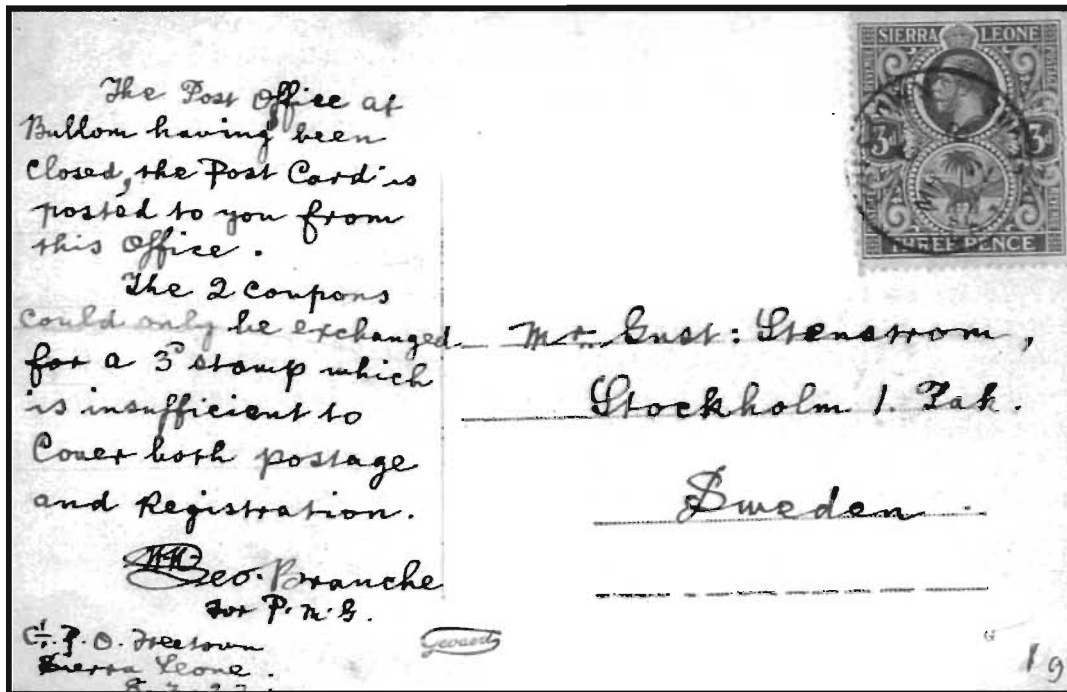


Figure 1

Reference: Walton, F.L. (1994) Sierra Leone Registration, WASC.

Boulam, Sierra Leone

Tom Butlin



I recently found the postcard illustrated here. The large format 3d stamp is uncommon on cover but the card itself is also of interest. It appears that the unused card has been sent from Sweden to a GPO employee under separate cover, including two International Reply Coupons, with the intention of getting the Boulam (alternatively Bullom) postmark. The card has then been written and addressed by G Branche at the Freetown post office explaining why the Boulam postmark was not available – that post office had closed by the return date of 8 March 1922. By reference to the Sierra Leone Royal Gazette I have been able to confirm that in 1921 Mr G H H Branche was a second grade clerk in the Postal Department, but can anyone tell me whether the picture shows the actual post office building at Boulam?

Cameroon 2005 provisional year slugs

Marc Parren

Postmarks of Cameroon for the year 2005 show that the postal authorities faced problems with the year slug that year. It is not known what caused this but it seems that when December 2004 came to an end the four-digit metal year-slug or just the number 5 for 2005 was not available in the digit kit box. Based on examining over one hundred covers originating from all corners of Cameroon destined for a European Union Agricultural Extension Service Agency based in the Netherlands we are able to deduce some trends. The postmarks in use at this period are mostly the single ring 27 mm in diameter postmarks with the name of the postal agency at the top while at the bottom most read: 'R.U. CAMEROUN' (Type 1); or the mutilated form 'R. CAMEROUN' (Type 2) in which the U of UNIE has been removed; or simply 'R. CAMEROUN' (Type 3). Reported here are all different options encountered stating the postmark type and the period of use observed. The only postmark type which seems not to have been affected is the 36 mm single ring, newly introduced in January 2004, at a limited number of principle post offices across the country. Examples without a notable problem for 2005 are those for Buea Courier Arr/Dep (21 fe) and Nkongsamba Courier Arr/Dep (06 my).

1. Some post offices solved the problem by omitting the year-slug altogether. This can be seen for Type 1: Mamfe (12 oc), Ndop (28 sp), Njinikom (14 fe); Type 2: Bangangte (21 ju - 28 jy); Type 3: Ambam (15 fe), Bafoussam Distribution (14 fe), Bangangte Chargements (16 fe), Maroua Arrivee (04 ap), Muyuka Arrivee (07 oc), Ngaoundere Distribution (12 sp).
2. The 5 of the year-slug was just left out. This can be seen for Type 1: Mamfe (18 ap)
3. Others decided to write the year just by pen. This can be seen for Type 1: Eseka (14 de), Mamfe (18 ju); Type 3: Koundja (15 jy).
4. The year slug 2003 was used instead of 2005. This can be seen for Type 1: Tiko (09 sp), but 3 altered into a 5 by pen; Type 2: Bangangte (15 no); Type 3: Dschang Distribution (17 au - 08 no).

Most post offices used a temporary four-digit year slug, made probably of rubber, which were next placed in the metal canceller. A lot of variation in size and wear can be seen for these rubber year-slugs. Normally with months of usage passing by, the imprints of the year-slugs will become slightly larger as the wear of the year-slugs allows for more surface to touch the stamps and covers. That may make the width and/or height of the font to differ slightly.

There seem to be two principal or more common types which might have been ordered centrally and distributed accordingly serving most post offices and agencies. These are those year-slugs with a font height of 3 mm and a length of 10.5 mm (5c), and those with the year-slug measuring 4 mm by 12 mm (7h).

There follows a listing of all my encountered types of these temporary rubber year slugs, starting with the smallest font type of 3 mm up to the ones measuring 5 mm.

5. Font height 3 mm.
 - a. Length 8 mm. Type 2: Ayos (23 no)
 - b. Length 9 mm. Type 3: Mbankomo (04 ap)
 - c. Length 10.5 mm. Type 1: Bandjoun (23 ju - 21 no), Mbengwi (17 ja - 07 ap), Njinikom (26 au); Type 2: Bangangte (15 ju - 14 sp); Type 3: Bafia Depart (19 ja), Baf Njeleng Guichet No. 1 (04 jy), Baf Njemoun Guichet No. 2 (13 ju - 21 no), Bambili Guichet No. 1 (14 ju - 16 no), Dschang Distribution (01 fe - 16 ju), Foumban Depart (31 ja), Garoua Boulai (16 au), Koundja (22 sp - 09 de), Lomie Guichet 1 (31 oc), Mankon Bamenda Distribution (24 mr - 16 no), Saa (13 oc - 29 no)

6. Font height 3.5 mm.
 - a. Length 8 mm. Type 3: Maroua Chargements (14 ja), Melong Guichet No.2 (07 no)
 - b. Length 12 mm. Type 1: Endom (15 ju), Type with Chargements below: Bafoussam (20 sp)
7. Font height 4 mm.
 - a. Length 7 mm. Type 2: Awae (10 my)
 - b. Length 8.5 mm. Type 1: Doukoula (07 ja)
 - c. Length 9 mm. Type 1: Soa (16 sp – 09 no); Type 3: Maroua Depart (13 ja); Type with Depart below: Ebolowa 28 ap – 06 jy)
 - d. Length 9 mm. Type with just Cameroun below: Bazou (15 no)
 - e. Length 10.5 mm. Type 2: Ekondo Titi (31 au)
 - f. Length 11 mm. Type 1: Ndu (12 jy); Type with just Arrivee below: Bafoussam (20 sp)
 - g. Length 11.5 mm. Type 1: Manjo (09 fe – 20 de), Mbanga (31 mr); Type 3a: Batouri Depart (19 ap), Penja (03 oc); Type 3b: Yokadouma (24 fe)
 - h. Length 12 mm. Type 1: Fundong (22 ap – 26 sp); Type 2: Kribi (11 ap), Penka Michel (24 mr – 19 de); Type 3: Bafang (14 ap), Bafoussam Distribution (03 fe), Baham (11 oc), Bertoua Depart (30 mr), Doume (13 ap)
 - i. Length 13 mm. Type 3: Bda - Up Station – Distribution (30 ju)
8. Font height 4.5 mm.
 - a. Length 10 mm. Type 2: Mokolo (24 mr – 10 no); Type 3: Bamenda Nkwen (21 sp – 08 no), Edea Depart (06 sp); Type with just Depart below: Ebolowa (10 no)
 - b. Length x mm. Type 1: Tombel (09 au)
9. Font height 5 mm. Type 3: Garoua Depart (01 ap – 02 no)

The normal metal four digit year-slug for the 27 mm single ring date-stamp type has a font height of c. 3.5 mm by 1.5 mm width. What can be seen is that some post offices were able to provide these, but most often the digit 5 is not placed in line or otherwise out of position, such as inverted.

10. Metal year-slug with the digit 5 out of normal position (to right and/or below or up). Type 1: Dibombari (20 de); Type 2: Sangmelima (15 jy – 17 no); Type 3: Ambam (30 mr), Bafang (12 au), Buea Distribution (30 jy – 07 no), Maroua Arrivee (14 no); Type with just Depart below: Kumba (13oc – 30 de)
11. Metal year-slug with the digit 5 upside down. Type 2: Meiganga (04 jy); Type 3: Bertoua Depart (02 au), Maroua Depart (04 oc – 15 de) ; Type with just Arrivee below: Kumba (09 au)

A smaller size digit 5 metal replacement was also made having a font height of 3 mm with a width of just 1 mm.

12. Metal year-slug with the digit 5 font height 3 mm by 1 mm width. Type 1: Obala (21 jy – 01 no); Type 3: Bafoussam Distribution (24 mr – 05 oc).

Normal 27 mm single ring datestamp type (c. 3.5 mm by 1.5 mm) are also noted such as Type 1: Doukoula (12 au – 10 no), Limbe (17 au), Tiko (22 no); Type 3: Bafia Depart (09 sp), Tibati (20 jy).

In a number of postal agencies a sequence of postmarks can be seen. At Bafoussam Distribution Type 3 was used; in February it can be seen without year-slug (1), which in March was already replaced by a small digit 5 font (12). Simultaneously at Bangangte Type 2 was used with and without year-slug (1) as well as a complete year-slug with font height 3 mm (5c), which later in November were replaced by the year slug 2003 instead of 2005 (4). At Doukoula Type 1 was used in January with a year-slug with font height 4 mm (7b), while in August the normal year-slug was again in use. At Tiko Type 1 was used in September with the year slug 2003 (4), but the number 3 was altered into a 5 by pen, while in November the normal year-slug was again in use.

Postal Services for the Canadian Contingent Serving in UNAMSIL, Sierra Leone

Part 2, Incoming Mail

Capt Anthony J. Fulmes

Most mail that members of the Canadian contingent serving with UNAMSIL received came through the coordinating efforts of the Canadian Forces Postal Unit (CFPU) located in Canadian Forces Base Trenton in Belleville, Ontario, Canada. Getting the mail to the CFPU is where variations can occur. Anyone sending mail to a Canadian Forces member on a deployment can send it to them using only the current domestic rates for letter, parcel or any other service offered. Mail was addressed to the individual, the Canadian operation name (UNAMSIL was named Operation REPTILE) and the address of the CFPU as shown in figure 14 below

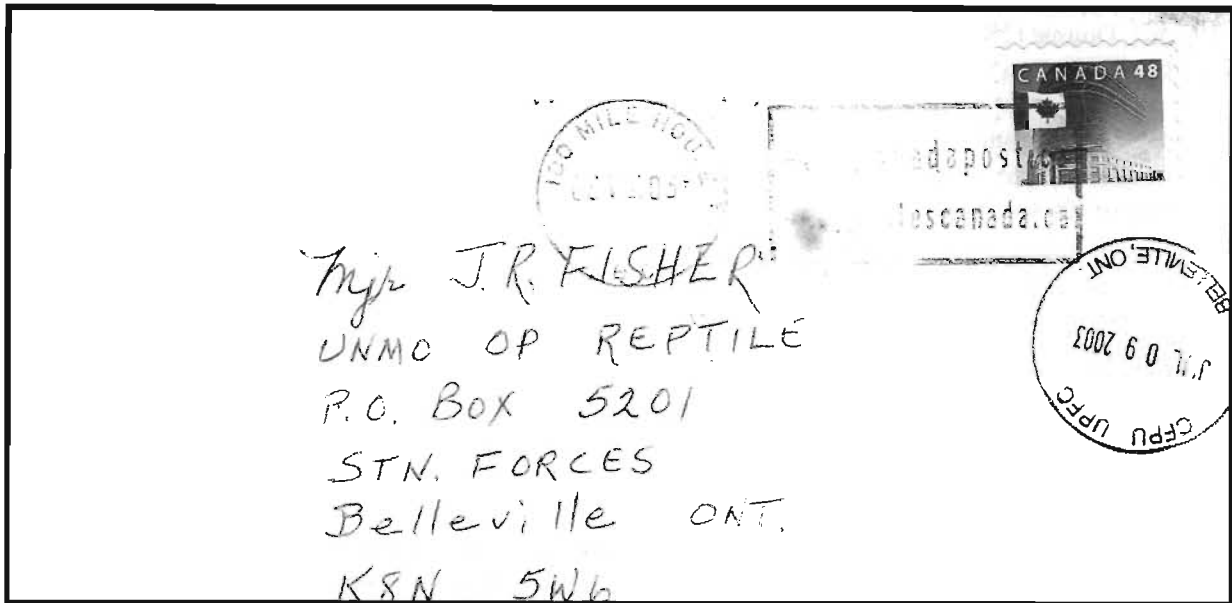


Figure 14

This specific cover is special in that it has a receiving mark of the CFPU. No other piece of mail received by any member of the team had the receiving mark placed on it. This is an unfortunate philatelic loss caused most probably by too much mail being processed by the unit to allow for hand-stamping of each item. More details of mailing instructions to deployed Canadian Forces members can be found at this Canada Post website:

http://www.canadapost.ca/personal/offerings/supplementary_services_pers/can/forces-e.asp

Family or friends of a deployed member who live at or near a Canadian military base can also send mail postage free to the deployed member. They only have to take the letter or parcel to the Base's post office or a Canadian Forces Military Family Resource Centre, addressed as normal and drop it off. It will be shipped to the CFPU and then forwarded. Mail sent this way was unmarked in anyway making covers uninteresting at best. All mail whether from here or through Canada Post is gathered at the CFPU sorted and bagged and sent to Sierra Leone via DHL. DHL would deliver to the UN HQ where we would pick up the bags and take them to Canada house where our mail was left on our bed for pickup the next time we arrived in Freetown for work or leave. DHL also included an express envelope which contained the customs invoices so we could account for by quantity of bags, all mail sent from Canada was received by us. I have saved many of the post bag invoices, customs invoices and canvas mail bags that give the complete records of shipments.

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Mail could also come to us via the UN. Mail could be sent to UN offices in Geneva or New York where it would be forwarded via diplomatic pouch to UN HQ in Freetown, the reverse process of sending mail out. The UN post office in Freetown would then sort it, add in manuscript what team site the member was a part of, and then send it via helicopter to wherever you were working out of. Fig. 15 illustrates this with a cover routed through Geneva to the Canadian contingent commander.

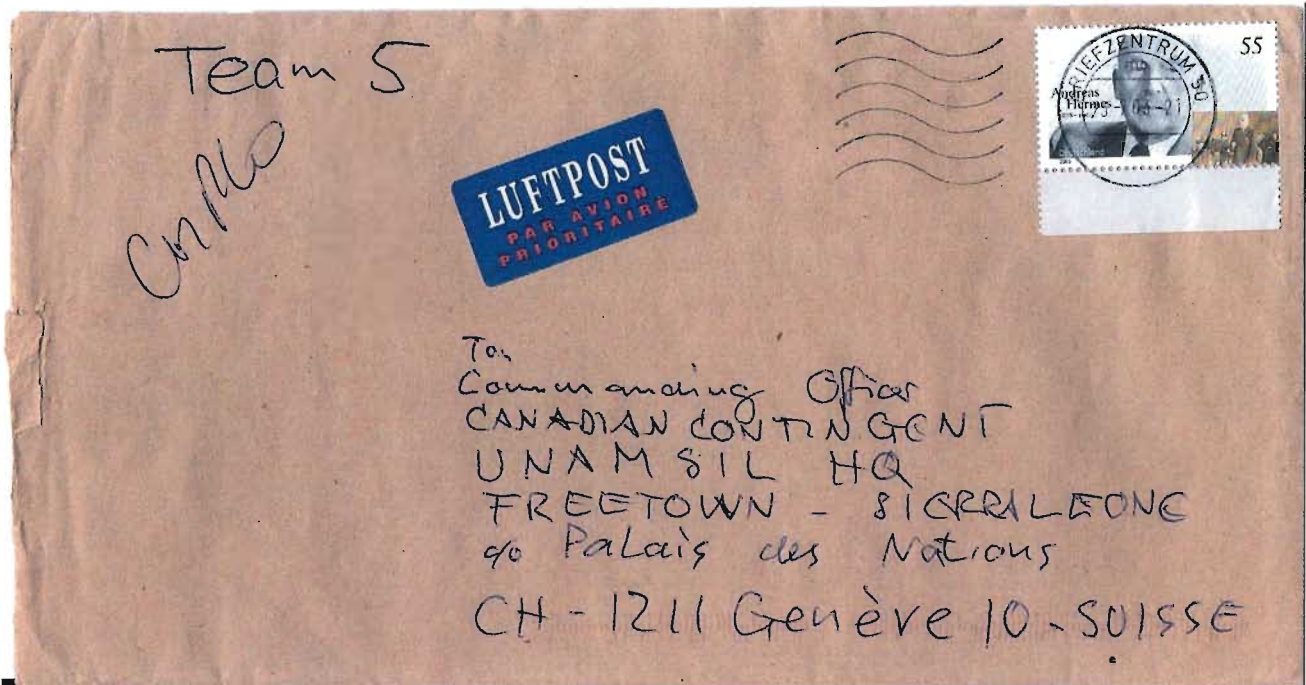


Figure 15

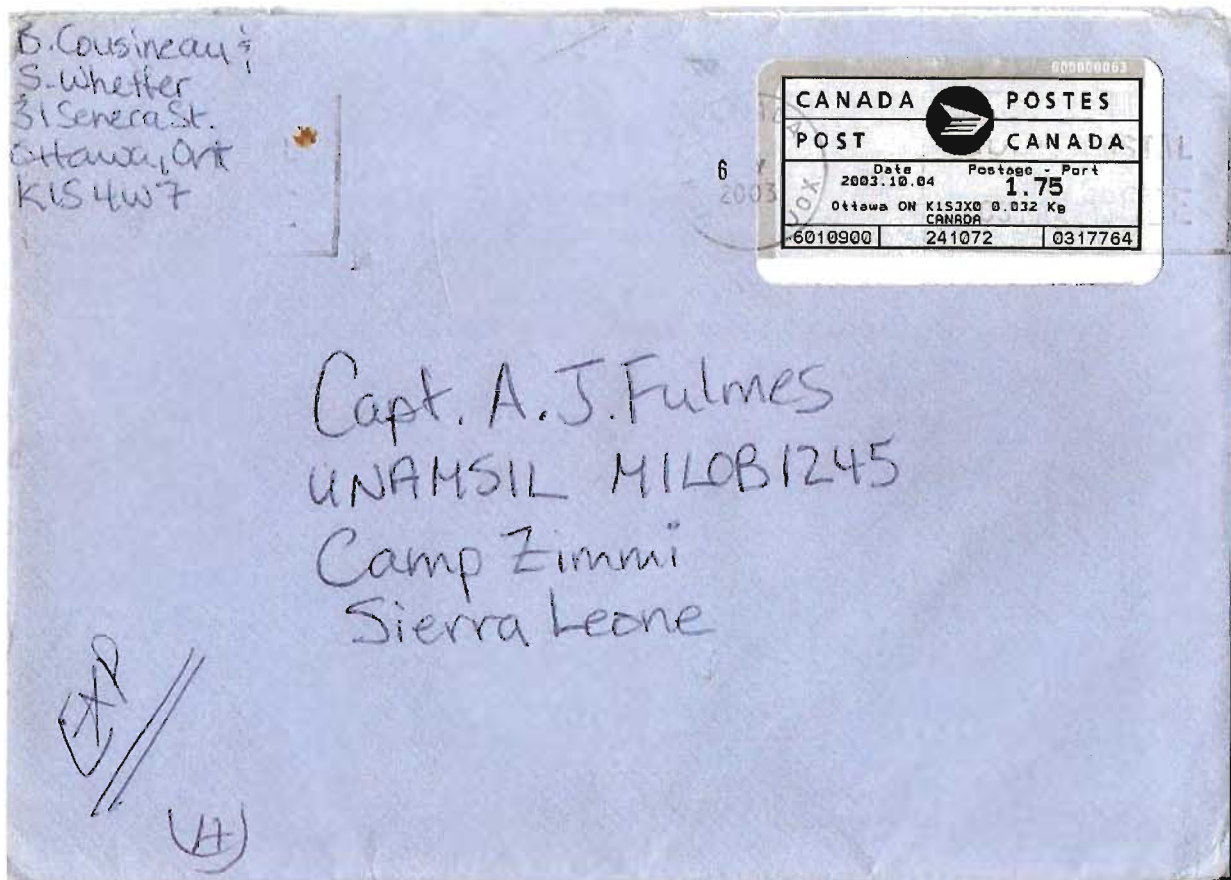


Figure 16

We could also receive letters through a combination of SALPOST and the UN mail service. Here you could address a letter to a member care of UNAMSIL HQ and send it off through your own national postal service. SALPOST would receive it and deliver it to the UN HQ. As before, the UN's Freetown post office would sort it and redirect it to the serving member. Here in figs. 16 and 17 are two covers that came through this means. Because most mail came through the Canadian Military, the letter in fig 16, was the only item of mail that I received directly to my working location in Zimmi. The letter in fig. 17, however, was received in Sierra Leone after I had returned to Canada and carries a January 12, 2004, SALPOST receiving mark on the reverse. It was hand carried and delivered to me a two months later when the Canadian contingent commander's tour ended and he returned home.

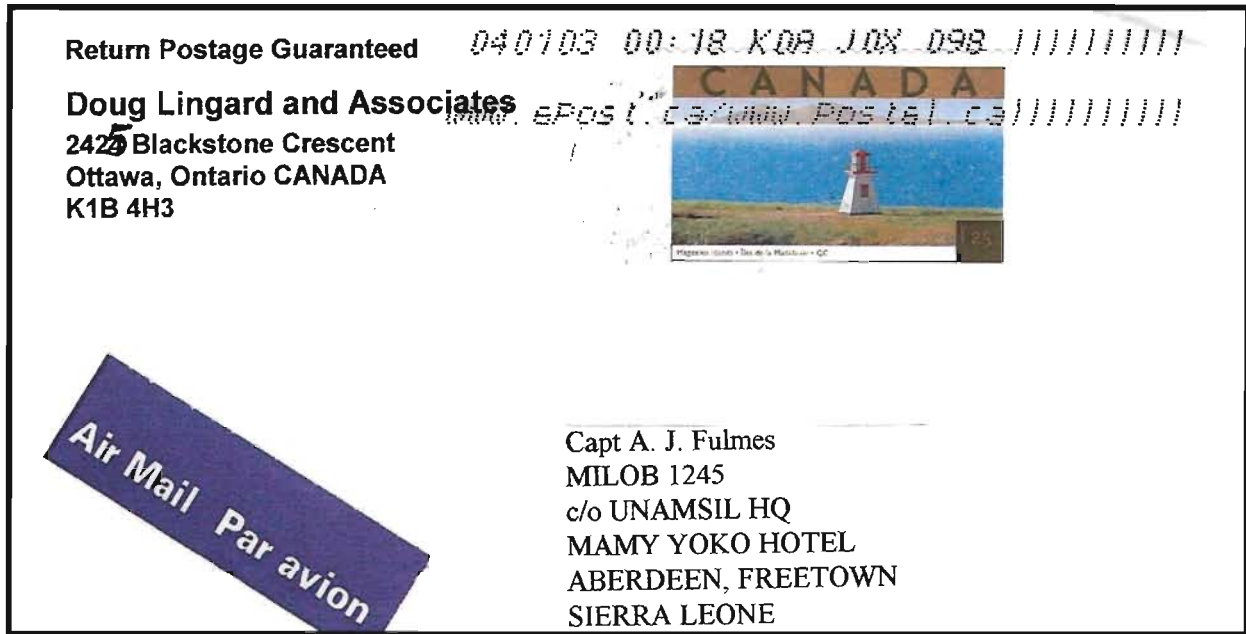
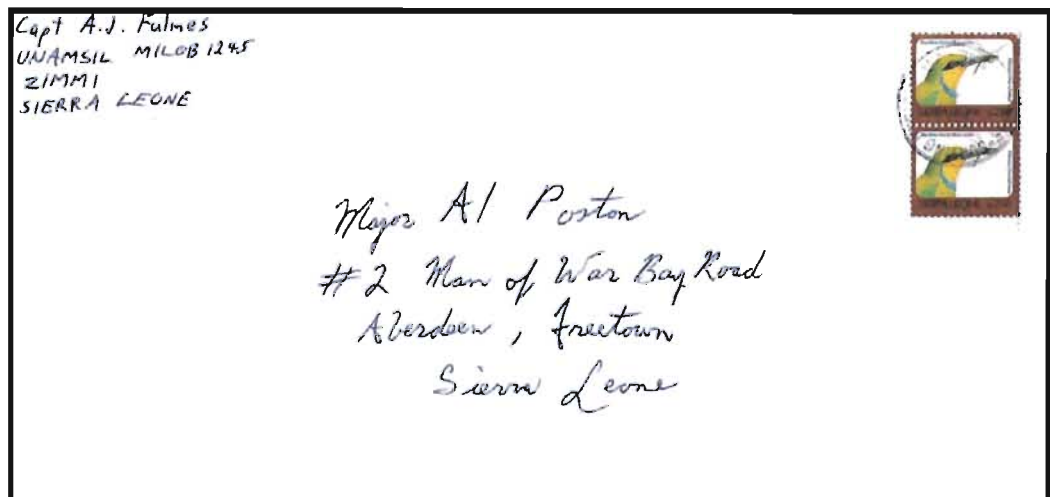


Figure 17

While in theatre I tried to test the extent of the SALPOST's capabilities by sending out a cover to each of the other members in the Canadian contingent and seeing if it got to them. What happened is that SALPOST did not even try to deliver them across the country through their capabilities but simply looked at the "UNAMSIL" on the address and sent them to the UN HQ. An example of one of these is shown in fig 18. It carries the 500 Leone internal letter rate.

Figure 18
 (Reduced)



This was a remarkable and tragic time in the history of Sierra Leone. I feel I was privileged to be a part of the country's reconstruction and reconciliation efforts. Being able to utilize first hand a diverse range of rudimentary, third world, postal services to develop this as an exhibit and most importantly keep contact with friends and family back home was great comfort to me in theatre.

Sierra Leone QV Official Stationery

Peter Rolfe

I recently came across the illustrated example of printed official stationery for Sierra Leone, which I have not seen before or recorded. The item measures 108mm x 63mm plus flap. The flap has an orange embossed coat of arms similar to the item recorded by Philip Beale as issued about 1895. The piece is clearly used as it is hand-addressed in ink to F. Kesserman, Freetown. As this envelope is printed with an address at Sherbro it suggests that other offices may also have had such stationery.



Campo River and the French and German Postal Facilities around the Turn of the 20th Century

Marc Parren (with response from Bill Mitchell)

Bill Mitchell's contribution (Ref. 1) on the Campo, Gabon date-stamp made me dive into some literature and memories of visiting the region under discussion. I believe I can add some meat to the bone on the discussion of the French cancellers in today's Rio Muni. Trade interest and rivalry along the coast from the Niger Delta down to the mouth of the Congo River dominated the late 19th Century. A main point of friction between British, German and French interest was the fact that the French were establishing factories, claiming territory, and introducing tariffs so high and so discriminatory as to result in the virtual exclusion of all non-French goods in the region of their presence.



Figure 1

Between 1868 and 1900 Spanish Guinea was dominated by foreign capital and Spain's position was very weak. At the Berlin Conference of 1884-1885, Spain claimed an area of 180,000 km² in Africa. Unfortunately for Madrid, Britain claimed the territories in what became Eastern Nigeria. The German annexation of Cameroon in 1884 effectively frustrated Madrid's idea of acquiring the coast nearest Fernando Poo [Bioko] (Ref. 2). The Germans were sensitive to French interests and accordingly the trader Adolf Woermann was delegated the task of fixing the Cameroon's southern boundary with France. Surprisingly this excluded the Spanish as negotiators with their historical claims on Rio Muni. During the Berlin Conference Woermann discussed boundary and commercial problems with Coursel, the French ambassador in Berlin, who cut the Gordian knot by the surprising suggestion one day that the Campo river [Ntem] be made the boundary between rival French and German claims. Woermann accepted this rather favourable proposal, but he worked in vain to get the French to apply in their territories between the Campo river and the Benito river the same tariff rates that the Germans were fixing for Cameroon. The boundary line itself was to follow the Campo river to 10 degrees east longitude, from that point the line was to continue latitudinally to 15 degrees east longitude. The only commercial arrangement was that there should be freedom of trade on the Campo river, which served as boundary. The final treaty was ratified in 1886 (Ref. 3).

In the area south of the Cameroonian boundary, Spanish interests collided with those of France. So Denmark was asked to mediate the boundary questions in 1892, but the issue was not settled until 1900. Then, in the wake of the Spanish-American war, Spain was left with a tiny enclave almost surrounded by French Gabon. Around the turn of the 20th Century rubber and ivory were Rio Muni's chief products and traded by various European trading posts, mostly by British and German firms and some Spanish. Before 1900, France had a customs and military post in Bata. In 1905 the Spanish established a new settlement 3 km to the north and dismantled what was left of the French buildings (Ref. 2).

These sources confirm the partitioning between the German and French claims at Campo at the end of the 19th Century as well as a strong French presence in Bata up to 1900. It also makes it likely that a French administrative station was established to confirm this boundary arrangement. Likewise, the German Campo administrative station was established in the 1890s to put an end to smuggling that went on in order to collect tariffs and to carry on regular judicial and administrative work (Ref. 3). The question remains at what location was the French administrative station based on the left bank of the Campo river.

In the mid-1990s I used to live in Kribi and visited Rio Muni twice by crossing the Ntem [Campo river] at Campo by canoe. The first time we went upriver into the mangroves and ended up in present-day Yengüe. The second time to my surprise we were not heading upriver but the canoe directed itself to the mouth of the river and next we were following the forested coastline for some few km. After we landed on the beach, what was most likely Mbondo (see map, Ref. 4), we straddled a km or two and to my surprise I recognized the good old Yengüe I visited the previous year. Here we had to pass immigration formalities as this was clearly the administrative center for this border crossing. So that makes me think that French Campo is either present-day Yengüe (inland) or Mbondo (on the beach front). Looking at Pierre Magnard's (Ref. 5) mentioning of Campo M'Pando it would not surprise me that Campo M'Pando refers to present-day Mbondo, with a slightly altered spelling. So the question remains whether the French post office was open until 1906 to reinforce their trade interests in that corner of Rio Muni against all odds? This should especially be considered in the light of all French buildings in Bata being demolished by the Spanish the year before. The area under discussion is still densely forested until this very day with considerable elephant populations and designated to become a trans-boundary national park connecting with the Campo-Ma'an national park in Cameroon. So the ivory trade might have kept French interest alive even after 1900. However, the opening of a German post office at the right bank of the Campo river in June 1906 might just have speeded up the ultimate closure of this French post office in Mbondo (or Yengüe) in case it was still functioning that year?! I think the plot is thickening.

Bill Mitchell also wondered how mail from German Campo was forwarded before its own post office was opened in June 1906. I possess a 5pf postal stationary card (Figures 2 & 3) written by Max Kerber, customs officer in Campo on the 2nd February 1906. From there the correspondence would have been taken by runner to Kribi, as at the time there was only a footpath along the beach and no road connecting Campo with Kribi, and cancelled there two days later. This procedure was also confirmed by the sender since he informs the addressee of his new address as Campo, via Kribi.

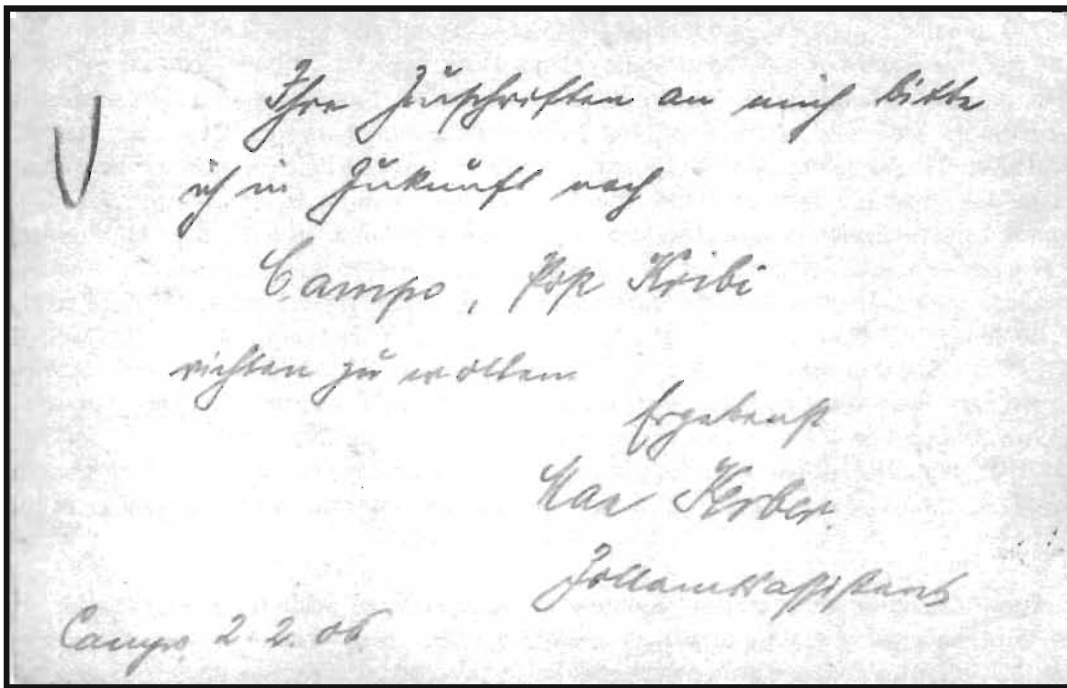


Figure 2

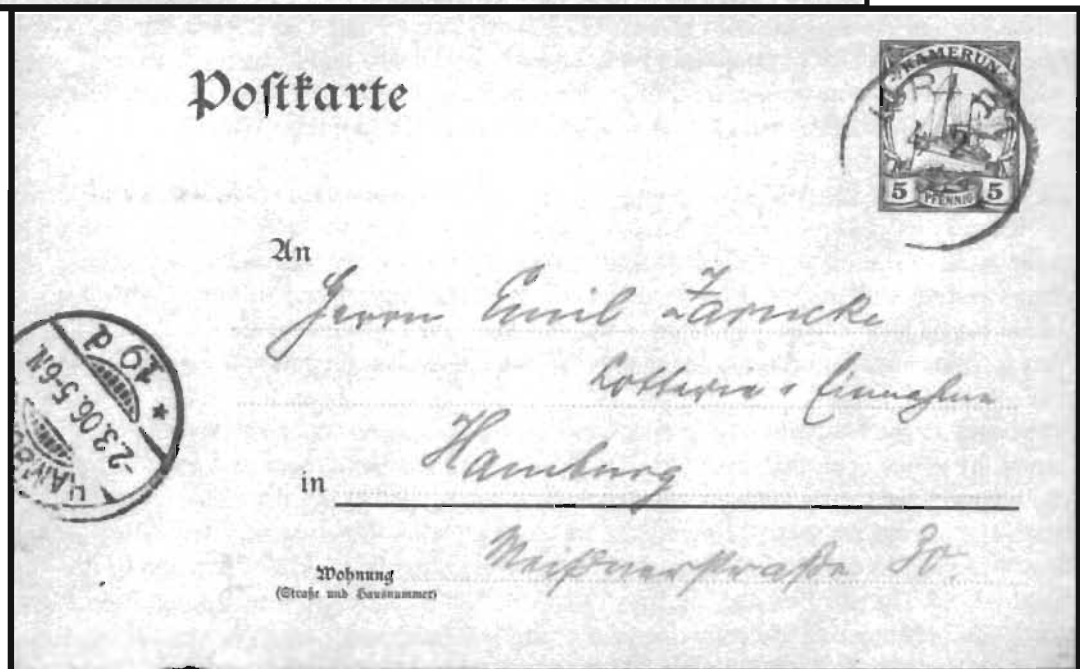


Figure 3

References

1. Mitchell, B., "French Equatorial Africa – Late use of the date-stamp of the "Petit Bureau" of Campo, Gabon", *Cameo*, Volume 10 p. 85, WASC, June 2007.
2. Sundiata, I.K., "Equatorial Guinea. Colonialism, State terror, and the search for stability." Westview Profiles. Nations of Contemporary Africa. Westview Press, Boulder, Colorado, USA, 1990.
3. Rudin, H.R., "Germans in the Cameroons. 1884-1914. A case study in modern imperialism." Yale University Press, Yale, USA, 1938.
4. Mapa de la Republica de Guinea Ecuatorial. Scale 1:500,000. Instituto Geografico Nacional, Madrid, Spain; Cooperación Española en Guinea Ecuatorial, Malabo, Ecuatorial Guinea, 1986.
5. Magnard, P., "French Equatorial Africa – From tropical forests to the sands of the desert." *Cameo*, Volume 7 pp. 67-75, WASC, July 2001.

Bill Mitchell responds;

Marc Parren's very interesting note nicely supplements information kindly sent to me by Bob Maddocks to be included in a further article to be published in a later issue of *Cameo*. Yes, it could be that, as Marc suggests, the Campo post office remained open after Rio Muni was handed over to Spain to support continuing French commercial interests. COL.FRA has embarked on a printing of official documents relating to the posts and telegraphs in French Equatorial Africa (my Ref 1). So far it has only reached 1903; I have looked through the entries for the period from 1895, when the Campo post office is believed to have been re-opened, and found no reference to it at all. It will be interesting to see what, if any, light is shed on this question when the next part, dealing with 1904-1913, is published.

Marc's theory that "Campo M'Pando" may be present-day Mbondo overlooks the fact that, as stated in my original article (Ref 1 of Marc's list), these were two different places, M'Pando (identified on a map in the 1893 *Times Atlas*) being on the coast to the north-west of Loango and so a considerable distance to the south of Campo. Furthermore Pannetier (Ref 2) gives different dates for the closure of their post offices "1 July 1889" for M'Pando and "December 1889" for Campo. This is not to say M'Bondo is not on, or very near, the same site as Campo. It does not appear on the 1896 *Times Atlas* (although Yengüe does); the 2000 edition of the same atlas shows only "Pta de Campo" and "Pta Mbonda" on that part of the coast of Rio Muni so the two settlements could have been located between these points. A detailed map of the area dating from about 1900, if one could be found, might settle the matter.

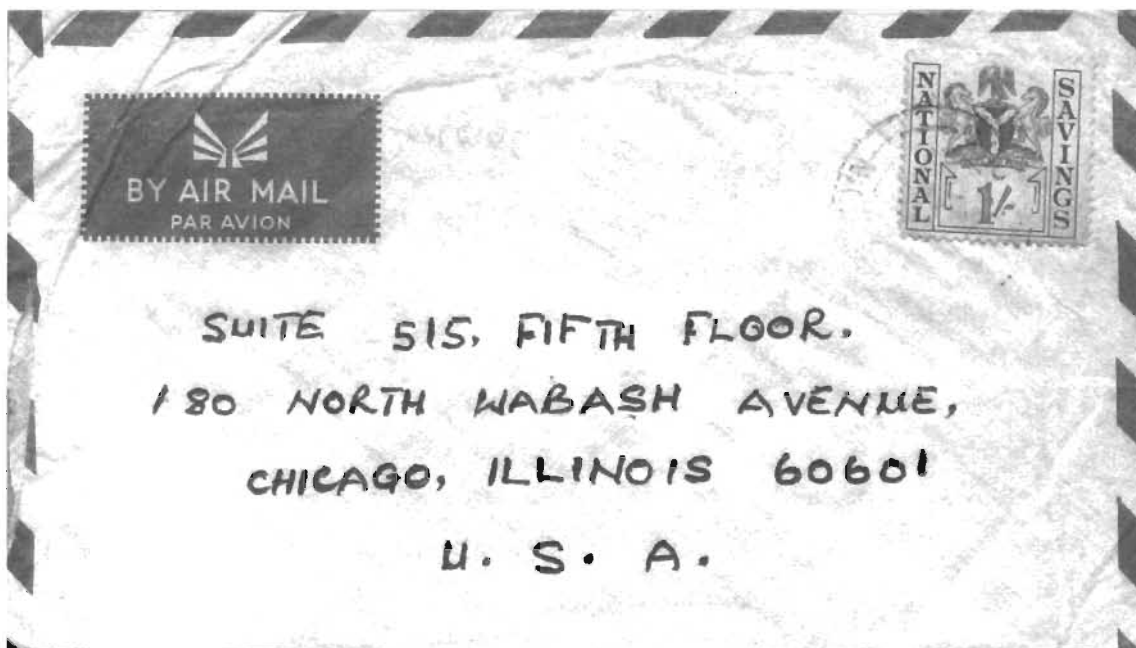
References

1. Dauthille, C., "Afrique Equatoriale Francaise—Receuil des textes officiels relatifs à la poste et aux télégraphes 1862-1960, Tome 1 1862-1903 (COL.FRA Bulletin Hors-série No28-1, Paris 2005
2. Pannetier, P-L: "Gabon et Congo francais—Les petits bureaux (1887-1893)", Feuilles Marcophiles No 217 (2ème trimestre 1979), pp15-20 at p17



Nigeria National Savings Stamp Postally used

Ray Harris



In *Cameo* number 66, p97, Jeremy Martin refers to National Savings stamps of 1962. This illustration shows the 1/- stamp postally used on a De Lawrence cover. The date is unclear but the postmark matches the sender's address in Ado-Ekiti, using Neville Jones' type 45. If the sender thought the cost of airmail was 1/- to the UK, it would have been sent between 1971 and 1973. There is no postage due charged and "air mail" is not crossed out, so presumably the postal staff recognized a shilling well spent!

Sierra Leone Aerogramme Rates

Peter Rolfe & Jerry Kasper

The use of Aerogrammes (or Air Letters as they were originally called) from and to Sierra Leone started during the war as a service for Allied Forces personnel. They were not, officially, available for civilian use at first and a variety of Formula type forms were issued. These, and the rates applied to them, are beyond the scope of this list.

However, the Sierra Leone Royal Gazette of 7 September 1944 announced that a service for the general public would commence on 11 September 1944, with rates of 6d to the UK, British Empire, Egypt and Sudan, or 4d when addressed to service units. It also stated that Air Letter forms could be obtained at post offices, pre-stamped at 6d or 4d. These forms were, presumably, of the service Formula type, which were of standard size and format, but with the inscription "Army form 3077" at the bottom right of the front panel, and with no provision for sender's details on the reverse. These forms were replaced by a civil version late in 1944, again of the Formula type, but with provision for the sender's details and no Army form inscription. The first true Air Letter form was issued in June 1950 with a design featuring the 6d value of the current definitive postage series.

The service then developed as listed below, with the rates and destinations matched to issues where relevant. The "Issue" column shows major types only, with no reprints, variations etc. New denomination aerogrammes were issued some months after the rate increases, and during the interim periods additional postage stamps would be added to meet the increased rate. These periods are marked as "uprated" in the Issue column. For some rates, a new aerogramme was never issued, and these are marked as "none".

Rate	Date	Destination	Comment	Issue
4d	11 Sep 1944	Worldwide*	To service units only	Army form 3077
6d	11 Sep 1944	UK & Empire	SL Gazette 7 Sep 1944	Army form 3077
	Dec 1944			Formula type
1s	6 Mar 1945	USA	SL Gazette 9 Mar 1945	none
6d	28 Feb 1946	UK & Empire & others	SL Gazette 28 Feb 1946	
6d	June 1950			6d Ricefields
6d	30 Aug 1951	Worldwide	Public notice no.82-1951	
6d	March 1956		Earliest seen 16 Mar 1956	6d Whale Bay
3d	1 Sep 1958	Internal only	??	
3d	May 1960		Earliest seen 25 May 1960	6d Rice harvesting
6d	Sep 1963			6d Climbing lily
3c	4 Aug 1964	Internal only	SL Gazette 27 July 1964	uprated
3c	1965		Earliest seen Mar 1966	3c Beniseed
7c	4 Aug 1964	Worldwide	SL Gazette 27 July 1964	uprated
7c	Jan 1965			7c Climbing lily
	Jan 1967			7c Map
9½c	4 Dec 1967	Worldwide	SL Gazette 30 Nov 1967	uprated
	Jul 1968			9½c Map
	Jan 1970			9½c Eagle
10c	May 1970	Worldwide	Database earliest May 1970	uprated
	June 1973			10c Siaka Stevens

Rate	Date	Destination	Comment	Issue
15c	1 Feb 1975	Worldwide	SL Gazette 31 Jan 1975	uprated
	May 1976			15c Siaka Stevens
20c	Sep 1978	Worldwide	Database earliest 8 Sep 1978	uprated
	Nov 1978		Earliest seen 28 Nov 1978	20c Siaka Stevens
	Apr 1981		Earliest seen 13 Apr 1981	20c Wood owl
23c	June 1979	Worldwide	Database earliest 21 Jun 1979	none
70c	1 July 1984	Worldwide	SL Gazette 12 July 1984	uprated
	May 1985			70c SS Scotia
Le3	Aug 1987	Worldwide	Database earliest 16 Jun 1987	Upated
Le3	Aug 1987		Database earliest 19 Aug 1987	Le3 SS Scotia
Le3	Jan 1988		Database earliest 2 Feb 1988	Le3 Cymothoe
Le9	? 1989	Worldwide		uprated
Le9	June 1990		Earliest seen 8 Jun 1990	Le9Cymothoe
Le30	Apr 1991	Worldwide	Database earliest 2 May 1991	none
Le50	? 1991	Worldwide		uprated
Le50	1991		Database earliest 22 Oct 1991	Le50 Blue salamis
Le100	Feb 1992	Worldwide	Database earliest 22 Oct 1991	none
Le150	Dec 1992	Worldwide	Database earliest 20 Dec 1992	uprated
Le150	1993			Le150 Blue salamis
Le200	Nov 1993	Worldwide	Database earliest 3 Dec 1993	none
Le300	July 1994	Worldwide	Database earliest 5 Aug 1994	uprated
Le300	1994		Database earliest 5 Aug 1994	Le300 Yellow bunting
Le400	1996	Worldwide	Database earliest 24 July 1996	none
Le500	? 1998	Worldwide	Database earliest 15 Apr 1999	none
Le1000	1 Oct 1999	Worldwide	Post Office Notice	uprated
Le1000	2000			Le1000 Cuckoo-shrike
Le1500	Sep 2001	Worldwide	Database earliest 20 Sep 2001	none

The more recent rates are derived from a database covering examples seen by, or reported to Peter. This is clearly not a definitive listing and many of the dates are inferred or speculative. It should be noted that out-of-sequence rates are not uncommon, so isolated examples may have to be disregarded. Additional postage may also be added to cover Express Fee, Registration or enclosures. Recent material is scanty and the table above may, for some entries, be based on very few examples. It is also possible that there were short-lived intermediate rates, for which no examples have yet been seen by, or reported to, us. We would be most interested to hear from anyone who can add to this listing, with earlier or later dates.

*The Post Office Notice reads as follows:-

“AIR LETTERS

The Air Letter Service is available to the United States of America at 1s each and to all Empire Countries and the following at 6d:-

Belgian Congo, Cyrenaica, Egypt, Eritrea, Ethiopia, Liberia, Portuguese East Africa, Portuguese West Africa, Spanish Guinea, French Sudan, Togo (French), Tripolitania, Afghanistan, China, Iran, Iraq, Lebanon, Saudi Arabia, Syria and Tibet.”

No further official notice of extensions to the service seem to have been made until 30 August 1951 when a revised Airmail tariff was issued as a supplement to the Gazette.

A Sierra Leone Parcel Post Cachet

Philip Quirk

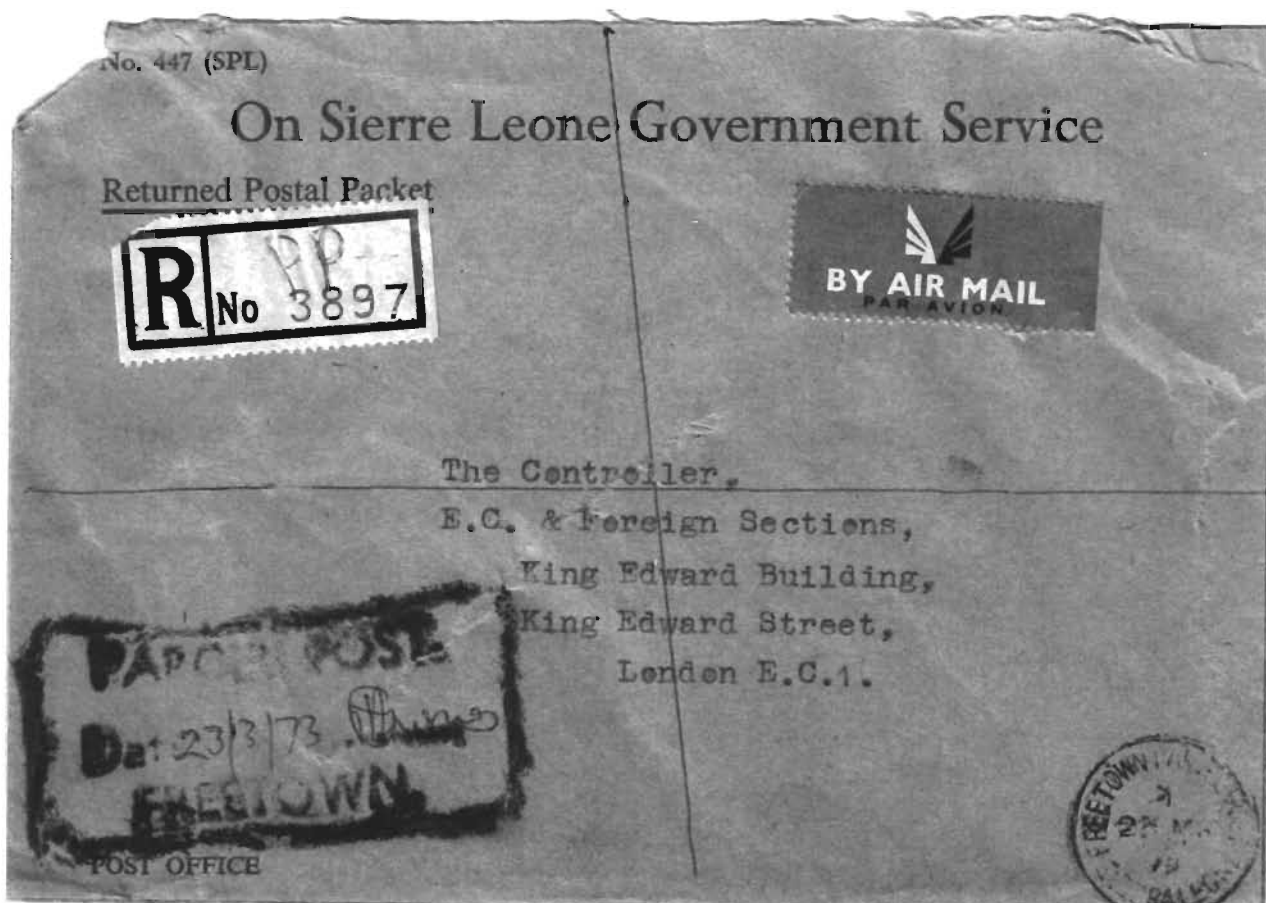
When I took this scruffy, un-franked cover along to one of the Society's London meetings, I was surprised by the amount of interest it generated, and promised to write it up for "Cameo". Here is the somewhat belated result.

The envelope itself, complete with misspelled "On Sierre Leone Government Service", is also inscribed "Returned Postal Packet". It bears the code "No. 447 (SPL)" in the upper left corner, and "POST OFFICE" at lower left.

Authorisation for the cover's unpaid dispatch comes from a rectangular rubber hand-stamp (approximately 60 x 30 mm), inscribed PARCEL POST / Date..... / FREETOWN. A date (23/3/73) and signature have been added in manuscript. This cachet appears not to have been recorded previously, although its condition suggests that the hand-stamp may have already been in use for some considerable time.

PP, presumably denoting Parcel Post, has been written on the registration label. The postmark is a 24 mm single circle, inscribed FREETOWN PARCEL POST / SIERRA LEONE, with * code, also dated 23 MR 73. This is not listed by Walton or Proud, and may have been introduced after independence. On the reverse is a further impression of this cancel, together with a circular REGISTERED G.P.O. / SIERRA LEONE postmark, also unlisted, but in regular use throughout the 1970s. The cover reached the UK on the following day, when a hooded circle LONDON EC receiving mark was applied.

Rob May has kindly suggested that this was an ambulance envelope, used for the return of an undeliverable, registered item, so that it would be allocated a new registration number for its return.



Sierra Leone Parcel Office Cancel

Philip Quirk

Over the years, Freetown has used several cancels specifically for parcels. Most have been inscribed Parcel Post, but an exception was a rectangular hand-stamp used in 1958 and inscribed Parcel Office (Proud, type PP6). The figure illustrates a second type of Freetown Parcel Office cancel, a 30mm diameter rubber circle. There is a full-stop after the month, a characteristic feature of the Climax rubber hand-stamps used in the UK. This cancel is not recorded by Walton (ref 1) or Proud (Ref 2). Frank Walton has seen this example and confirms that it is new to him, and is now allocated reference number 035.48 under the listing in Reference 1. He comments that "it is good that it comes on a 5/- value, which suggests a parcel usage".

References

1. Walton F.L., *The Postmarks of Sierra Leone 1854-1961*, WASC, Sheffield 1990
2. Proud E.B., *The Postal History of Sierra Leone*, Proud Bailey, Heathfield 1994



Ascension O.A.S. 1919 cover

Jeremy Martin FRPSL

James Podger drew my attention to a cover which appeared for sale on eBay recently. It was stamp-less, marked O.A.S. and addressed to London. The single-ring Ascension date-stamp was JY 1 19, well after World War I had ended.

The Treaty of Versailles was signed on 28 June 1919. This late stampless use is quite unusual. Attwood (Ref. 1) records a stamp-less and un-censored On active service cover of 11 February 1919 and a later one, with CENSORED, with an Ascension date-stamp of 5 July 1919.

References

1. Attwood, J.H., *Ascension: the Stamps and Postal History*, p16, Pall Mall Stamp Company Ltd, London, 1981

St Helena Customs Forms

Barry Burns

Customs Declaration Forms of the pre-Elizabethan period from St Helena are not often seen. These three examples are from the collection of a former WASC member, the late I.D. Lampart.

The first, Figure 1, is from a parcel which obviously contained a flag of 'nil' value, and bears two values of the 1922 Badge set, the 8d and 1/-; the latter having the 'Split Mast' variety! The two stamps and the form have received the Mabbett Type 6 c.d.s. of 9 April 1933.

Post Office of Great Britain. **CUSTOMS DECLARATION (A)** PP 20 B

Stamp of Office
 of Posting. 33

Place of destination } *Surrey*
England

Route _____

To be used for Parcels for or from the Channel Islands, for the Irish Free State, and for certain other Countries (see P.O. Guide).

CONTENTS.
 Net Weight and Value for each class of article in accordance with the Customs Tariff of the Country of destination.

Gross Weight of Parcel.	Net Weight of Contents	Value as Merchandise.		
		lb.	oz.	l. s. d.
lb. oz.	<i>1 Flag</i>			<i>nil</i>

For use of Post Office of Exchanges only.
 Entry Number of Parcel.

or failure penalties
 & the ex licence, port lice, Empire F ranted b

Signature } *E. V. Evans*
 Signature } *Sant'Antonio*
 Signature } *St Helena*

The Section b
 If the parcel cannot be delivered as addressed neither of the instructions below is signed.

If not deliverable please treat as abandoned (a) Sender's Signature } *E. V. Evans*

If not deliverable as addressed please deliver to (b) Sender's Signature }

*If either (a) or (b) is signed, strike out the unsigned instruction completely.

or, if that is not possible, return to me at my expense. Wt. 5657/1891 3,000,000. 3/35. S.B.Ltd. Mcr. 51-6140.

Figure 1

Customs Declaration Label PP 20 B used during 1933

The second, Fig. 2, is also of a similar form PP 20 B, but from a different printing as 'CUSTOMS DECLARATION (A)' is in a non-serif font. Used in 1938 for 8 parcels of 'Aloe Work' of 5s value! (aloe is a spiky plant growing on the Island, but I have no idea what it can be worked into). The form has the 1/- value of the 1938 KGVI set cancelled with the Mabbett Type 7 c.d.s. of 21 November 1938.

The final form, PP 69 B, Fig. 3, dates from 1953 and is from a parcel containing a cotton wool sample of 'No Commercial Value'. The combination of mixed adhesive frankings, totalling 4/5d, are cancelled with the Mabbett Type 8 c.d.s. of 4 July 1953. At this time Ascension, St Helena and Tristan da Cunha stamps were valid at all three islands.

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, Vol.116

pp284-297, October 2007 *A Centenary of International Reply Coupons* by Michael St J Wright
pp391-396, December 2007 *King Edward VII Imperium Style Postage & Revenue Key Plate 2*, by Peter Fembank FRPSL.

France & Colonies Philatelic Society Journal, Vol 57, number 4, December 2007

pp124-126, *Cameroun Taxe marks*, by Dr M P Bratzel
pp141-142, *French Guinea Post Offices*, by Bill Mitchell and Laurence Lambert
pp144-145, *French West Africa—the 1940 airmail stamps*, by Bill Mitchell

Airpost Journal, July 2007

pp277-281, *PAA Special Missions 1941-43 and the Mystery of Charter No. 3*, by David Crotty. A listing of the dates of PAA charter flights over the FAM-22 route, including forerunners

Air Mail News, Vol 50

pp194-206, *Air Mails of the French Congo*, by John Hammonds. This is actually a summary of all the French air routes to and within West Africa between 1930 and 1946.

Overprinter, Edition 4/2007

pp99-101, *British Protectorate Oil Rivers*, by Tony Simmonds. This is a re-assessment of the plating of the overprints on the GB QV ½d value, following the study by Porter which was developed in Ince & Sacher's book "The Postal Services of the British Nigeria Region".

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ASCENSION. 1972 (4th Series) Naval Crests miniature sheet
Crown to right of CA. Unmounted mint. SGMS158w. **£250**

GAMBIA. 1905 (MCA) 7½d green and carmine with
dented frame (Left Pane : R.1/6). Very fine mint. SG 65a. **£130**

GHANA. 1957 2½d corner pair *imperf horizontally* and with
misplaced vertical perfs. Unmounted mint. SG 182a var **£150**

GOLD COAST. 1875 4d magenta (Perf 12½) with the
'frame break' (Pos# 1). Very fine mint. Exceptional. SG 2. **£375**

LAGOS. 1887 1/- green and black with manuscript 'Specimen'.
Very fine mint (ex DLR archives). SG 38sp. **£250**

LAGOS. 1904 set of 10 overprinted 'SPECIMEN' (Type D12).
Very fine mint. SG 44s/53s. **£125**

NIGER COAST. 1898 2½d plus 2 x 5d pairs tied to piece by
boxed 'AKASSA' (Type 5) for '18 AUG 1898'. SG Z32,36. **£175**

N.NIGERIA. 1897 imperf 6d 'IMPERIUM' on gummed paper
as used for the 1900 10/- value (SG 9). **£200**

N.NIGERIA. 1910/11 set of 11 overprinted 'SPECIMEN' (D12).
Very fine mint. SG 28s/39s. **£175**

ST HELENA. 1876 1/- deep green (Type C : Perf 14 x 12½).
Very fine mint. Extremely scarce stamp. SG 26. **£450**

ST HELENA. 1922/37 Badge set to 10/- optd 'SPECIMEN'.
Very fine mint. SG 97s/112s. **£450**

ST HELENA. 1935 6d Jubilee *dot by flagstaff* (R.8/4).
Unmounted mint. Scarce thus. SG 126h. **£300**

ST HELENA. 1935 1/- Jubilee *dot by flagstaff* (R.8/4)
used on cover front to USA. Scarce. RPS Cert. SG 127h. **£375**

SIERRA LEONE. 1872 imperf Plate Proof for 4d in blue
on gummed watermarked (CC sideways) paper. Rare. **£225**

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