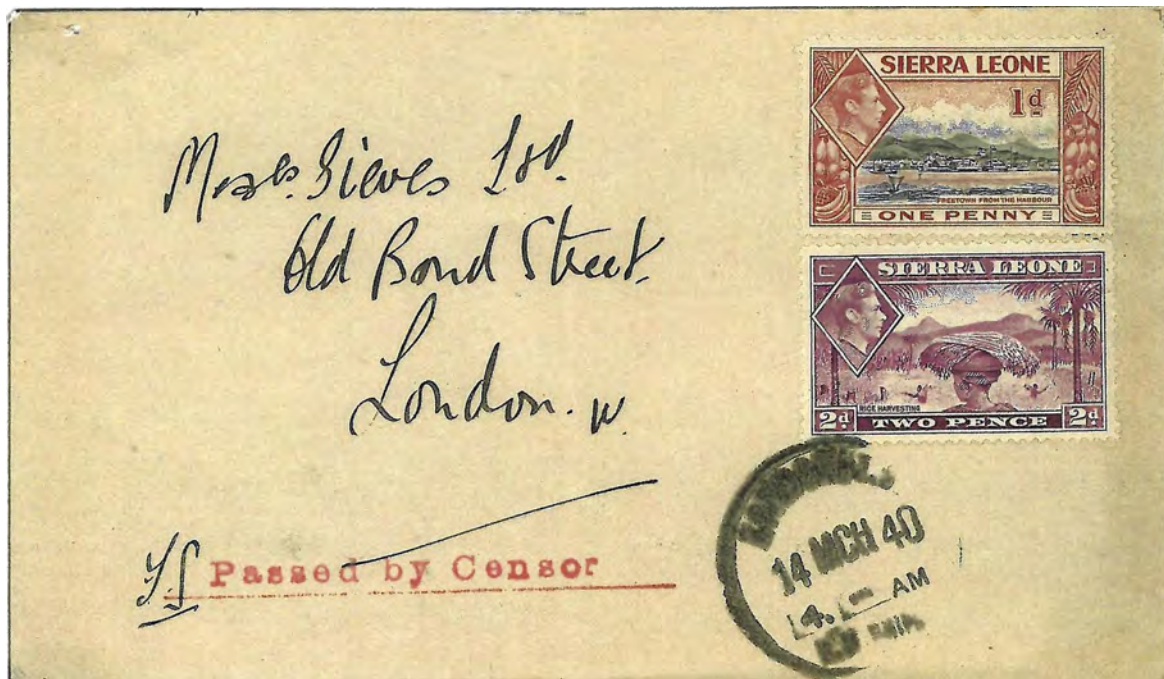


CAMEO



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CG.

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West Africa Study Circle****President: Dr. Simon Heap****Joint CAMEO Editors**

Barry Burns

20 Tanton Rd., Stokesley

MIDDLESBROUGH

TS9 5HP

☎ 01642 710636

barry.burns1@hotmail.co.uk

Robert May

Longdown Farm Cottage, Cadsden

PRINCES RISBOROUGH

HP27 0NB, UK

☎ 01844 344336

robert.may@cantab.net

Hon. Secretary

Philip Quirk

157 Balden Rd., Harborne

BIRMINGHAM, B32 2EL, UK

☎ 0121 428 4656

philip.quirk@btopenworld.com

Hon. Treasurer (pro tem)

Philip Quirk, as above

☎ 0121 428 4656

treasurer@wasc.org.uk

Hon. Membership Secretary

John Hossack

28, Saxons Close,

LEIGHTON BUZZARD,

LU7 3LT, UK

☎ 01525 384417

Hoss-28@virginmedia.com

Hon. Auctioneer

Graeme Murray

7 Glentress Mews, Bolton BL1 5JS

☎ 07935 536256

h11mstampgram@gmail.com

Hon. Archivist & Bookseller

Ian Anderson

57, Manse Rd.,

EDINBURGH, EH12 7SR

☎ 0131 334 7866

ghanastampman@aol.com

As bookseller, please use

wascbookseller@aol.com

North American Representative

Dr. Martin Bratzel,

1233 Virginia Ave,

Windsor, Ontario, N8S 2Z1,

Canada

marty_bratzel@yahoo.ca

☎ (0015) 199 481968

Webmaster

Ray Harris

Webmanager@wasc.org.uk

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

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Front CoverSierra Leone newly discovered "type 12" censor mark
See page 117

Editor's Notes

Readers will probably notice some changes in the formatting of this issue of *Cameo*. I normally set up each Journal using a Microsoft Publisher template which I can copy from one issue to the next. This time it did not work because the latest Microsoft Office release seems to have included a version of Publisher which refuses to read any *Cameo* files since the January 2012 issue. And even those earlier files, if copied identically and given a new label, then will not open. After several hours of fruitless discussion with three levels of Microsoft Technical Support they have told me there is nothing wrong with their software and it is just a problem with my files having become corrupted. Hundreds of other on-line complainants disagree, and so do I. A free software product called Libre Office does open these allegedly corrupt files! Barry had the same issue and has reverted his computer to use an old version of Publisher.

So, this issue of *Cameo* has been set up using a combination of that Libre Office software and Word. It has been a steep learning curve and I hope the result will be satisfactory.

I need to apologise and correct the name of the author of the January 2019 article *Ascension 1954: OAT cachet* (Vol 20, No. 1, p57). The author is Mark Buckell, not Mark Backell.

The next issue will be edited by Barry Burns, datelined October 2019 and the copy deadline is 30 August 2019

Rob May

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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.

Scope

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

Annual Subscription

From 2016, until further notice, a subscription of £10 per annum will provide all members with an electronic copy of *Cameo* via the WASC website three times a year. Alternatively, members can choose to receive a printed copy of *Cameo* by post for £20 per annum. The cost of postage to overseas members unfortunately means that those who prefer to receive *Cameo* in print format will need to pay WASC a further charge of £7.50 to Europe or £12.50 to the rest of the world. There is no entry fee. The subscription term is for calendar years.

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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

☐ T.A. Wall

Dear Rob

Mike Riggs states in his Cameo article (October 2016) that T.A. Wall's full name was not given in any of the Foreign Office documents. However, on page 74 of the London Philatelist supplement on the Oil Rivers provisionals, John Sacher quotes the name as Thomas Alfred Wall, unfortunately without stating his source. A little internet research revealed a National Archive record <http://discovery.nationalarchives.gov.uk/details/r/C8917995> that concurs with this.

CO 879/115/7 August 12, 1910. Case of T. A. Wall; report of H. Bertram Cox and C. Alexander Harris. (20 pages). Thomas Alfred Wall, formerly Civil Commandant of Sherbro in Sierra Leone, was dismissed in 1883 following allegations made in respect of his action as regards the liberation of certain alleged slaves in 1876 and 1877. He was reappointed to the colonial service in 1888, retired in 1900, and since his retirement had been claiming pension for his service in Sierra Leone.

Philip Quirk
Harborne, Birmingham

☐ The First Nigerian stamps 1914

Dear Rob

At a recent visit to The Postal Museum Archive looking through the De La Rue Correspondence books I stumbled upon a letter dated 10th November 1913 from Lord Lugard at the Government House in Zungeru regarding the printing of the first Nigerian stamps (Ref. 1). One paragraph especially caught my eye:

3. I propose to have existing stock of Northern Nigeria and Southern Nigeria postage stamps surcharged "Nigeria" by the local printing press, to be on sale from 1st January. If there should be any objection to this course, I should be glad if I may be so informed by telegram.

I saw no further references to this proposal, and as we know it never materialised. The time to execute the plan would also have been quite short with a deadline of 1st January.

Reference:

Ref 1: De La Rue Correspondence books volume 60 page 47. The Postal Museum microfilm archive.

Peter Hørlyck
Denmark

☐ Papers available on-line

Dear Rob

I have published several articles that WASC members may wish to read. Following is a list of titles as well as the web addresses where they can be downloaded for free.

In the April 2018 issue of the *Flagstaff*, the journal of the King George V Silver Jubilee Study Circle, I co-authored three articles with Neil Donen:

1. Tristan da Cunha and the Reverend Harold Wilde (www.academia.edu/37044584).
2. 1935 Silver Jubilee stamps on cover mailed from Tristan da Cunha (www.academia.edu/37044635).
3. The 1935 Tristan da Cunha overprints - New discoveries and a suspected forgery (www.academia.edu/37044662).

In the 4th Quarter 2018 issue of Kelleher's Stamp Collector's Quarterly, I published my regular postal history column. This edition was titled "Mastering Postal History 12 - Introduction to the Seaposts" (www.academia.edu/38268452). Some of the covers dealt with West Africa, hence my suggesting the column to WASC members.

For the general interest of WASC members, KSCQ is available to any philatelist as a free subscription either via mail or in digital format. Subscriptions may be requested via email to:

info@KelleherAuctions.com.

KSCQ is a very high-quality publication with topics of broad interest to all philatelists.

Finally, going back in history, the “Articles of Interest Published in Other Journals” section of *Cameo* #101 contained a reference to another KSCQ article I had written. “Orville Wright, Commander Geordi La Forge and Captain Nikolai Pulinš” is also available for download (www.academia.edu/31050463).

If any readers have problems with downloading, I encourage them to contact me via email and I shall be pleased to assist.

Gary Wayne Loew (Gary@PhilatelicResearch.org)

Atlanta, GA, USA

📄 Gold Coast GOMOA ASIN type 16 postmark

Dear Rob,

I would like to report in *Cameo* a new Gold Coast postmark as illustrated here. Gomoa Asin is a small Postal Agency under Apam in the Central Province, noted as opening in 1925. Also known as Gomua Asen. Postmark recorded hitherto as a Type 19, and from 1956 to 1957. Gomoa Asin type 16, dated 14 February 1931, has been discovered now, noted previously as ‘not seen’. The date fits with the opening dates of the Agency. References:

- 1) *The Postal History of Gold Coast*, Proud E.B., Heathfield 1995
- 2) *The Postal Services of the Gold Coast 1901-1957*, Ensor M. (Ed), WASC 1998
- 3) *Gold Coast Postmarks 1875-1957*, Anderson I.G., WASC 2012

Philip Levine
Kenmore, Australia



📄 Gold Coast ATARQUH postmark

Dear editors,

I have been reading the recent articles and letters regarding skeleton postmarks. Several references have been made to the ATARQUAH postmark from the Gold Coast. This is listed by Ted Proud who had extensively studied John Forrest's collection in preparing his book. Although I was fortunate to visit several leading collectors before publishing my own book, I did not have access to that collection. However, I have subsequently acquired most of the Gold Coast section of the collection and I offer a scan of the example which led to the listing which I hope will be of interest to fellow collectors.

References

1. Proud, E.B. (1995), *The Postal History of Gold Coast*, Postal History Publications Co., Heathfield
2. Anderson, I.G. (2012), *Gold Coast Postmarks 1875-1957* (3rd Edition), WASC, Edinburgh
3. *Cameo* Volume 19 & 20, several articles and letters to the editor.

Ian Anderson
Edinburgh.



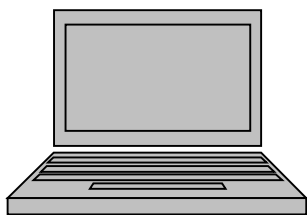
Philip Quirk responds:

Looking at the lettering of Atarquh, it does appear somewhat uneven, e.g. wide T-A space, high R, low Q, and I think its characteristics support my suggestion that the office name in this device was made up from loose type (*Cameo* Vol.20, pp.14-15). Good scans like this will be extremely helpful in attempting to ascertain whether portions of other Gold Coast cancellers were assembled from loose type.

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

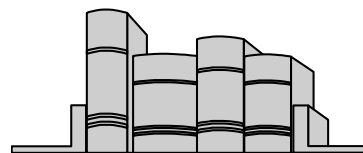
- Airmails – Barbara Priddy
- Ascension – Bernard Hughes
- Biafra – Tony Plumbe
- Cameroons – Marty Bratzel
- Gambia – John Russell
- Ghana – Ian Anderson
- Gold Coast – Peter Duggan
- Maritime – John Hossack
- Nigerias to 1914 – Simon Heap
- Nigeria post 1914 – Tony Plumbe
- St. Helena – Bernard Mabbett
- Sierra Leone to 1961 - Frank Walton
- Sierra Leone post 1961 - Peter Rolfe
- Togo – Jeremy Martin
- Tristan da Cunha – Richard Moss

Publications Committee Chairman Peter Richards



Sources

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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 from older stock is arranged via the Treasurer.

📖 *Postal Markings of Ghana from 1957*, by Ian G. Anderson FRPSL & Philip G. Quirk, 79 pages A4, card cover, perfect bound, plus searchable CD with 303 additional pages, ISBN 978-1-905647-23-1. Due June 2019. Price: – UK £15 + £3 postage & packing; Europe £15 + £6 p/p; Rest of the World £15 + £8 p/p. Payable by sterling cheque drawn on a UK bank, or by PayPal + £1 administrative fee at wasctreasurer@aol.com, available from Philip Quirk, 157 Balden Rd. Harborne, Birmingham, B32 2EL or email: treasurer@wasc.org.uk. To be reviewed in the next *Cameo*.

📄 *Nigeria Posts & Telegraphs Department Annual Reports 1915-1938*. Whilst handling Michael Wright's philately, Rob May found a photocopied set of these annual reports which he has scanned onto the WASC website as searchable PDFs. There is much interesting content about staffing, mail volumes, internal and external mail routes and means of transport, opening and closing of post offices, agencies and TPOs, ancillary services (eg box rentals), building works and incidents affecting the service. The content becomes increasingly focused on telegraph and phone services as time goes on, which are of less interest to members, but Rob recommends this resource to anyone interested in stamps and postal history of Nigeria during that period.

📖 *German Colonies and Post Offices Abroad – Catalogue of the Postmarks, 1st English edition 2019*, 240 pages, card covers, stitched binding, fully colour-illustrated, 17cm x 24 cm, price € 39.- + € 8. international postage. The catalogue can be ordered and paid via PayPal to: 2.Geschaefsfuehrer@kolonialmarken.de or can be ordered from the secretary: Tilmann Nössig, Koppenstr. 16, 10243 Berlin, Germany fax: 0049-30-99498806, email: Geschaefsfuehrer@kolonialmarken.de

The Arbeitsgemeinschaft der Sammler Deutscher Kolonialpostwertzeichen e.V. (Study Group of the Collectors of German Colonial Stamps) issued in late 2018 the 18th edition of the *Stempelkatalog der ehemaligen Deutschen Kolonien und Auslandspostämter*. Based on this recent edition they are now publishing this fully English language version of their catalogue. The English edition contains all the same information, data and prices as the 18th Edition in German, so making the information easily accessible for non-German-speaking collectors.

This comprehensive priced catalogue lists market prices for all postal cancellations and instructional marks on piece or entire items and explains many specialities in the postal history area. This is an essential work for any collector or dealer to value German Colonial postmarks on loose stamps, pieces and entires!

For more information and other offers of the society check webpage <http://www.kolonialmarken.de> (also available in English translation).

Oban, Nigeria – Postal Agency closure

Edet Akpan

A visit to OBAN (a neighbouring village between Cross River and Cameroon in Akamkpa LGA – figure 2) has led me to an abandoned Postal Agency that was first established in 1911 according to Proud (ref 1). Today the agency is closed, but the building still stands (figure 1). During my trip to Oban on 4th May 2019, I was unable to find the last Postal Agent, but I was shown to her family compound by a good Samaritan and I got

her name and phone number from her grand-daughter, Miss Blessing Bartholomew. The last postal agent was Mrs. Veronica Itokigi, a retired Local Government Area Worker. I was subsequently able to meet her.



Figure 1; former postal agency at Oban



Figure 2: Oban map location (not to scale)

Mrs. Veronica Itokigi started by telling me of how she laboured to keep the Postal Agency going with little or no support from any source. According to her, since 2015, three years before her retirement age, she had started to put pressure on the Clan Head and Chief of Oban to look out for a replacement, but nothing came of it. So, the Agency closed when she hit her retirement.

She said, as at 2015, she wasn't provided with postage stamps any longer since postal activity had ebbed away to almost nothing as a result of the GSM technology that infiltrated the village, but she was still required to shuttle to Calabar about an hour distant to collect any mails meant for Oban and the surrounding villages and also to post anything she brought from Oban addressed to any other destinations. This had become stressful, and to little purpose. When asked if she could remember the name of any stamps she sold, she said none. She was also sure that she didn't have any leftover stamp in the PA when she finally shutdown in 2017 as she retired from Government Work. She knew nothing about stamp collecting though she was in love with her Postal Agent work for more than a decade.

From the Archival materials in my possession (Calabar Archive), it's evident that the Oban PA of Mrs. Veronica Itokigi is different from the early Colonial PA Edward Proud recorded as active from 1911. Proud shows a second period of operation starting on 13 April 1955. The current building shown here was opened as a postal agency after a request made in October 1953 by Ututu Clan Council (Oban) to The Surveyor, Posts and Telegraphs through the District Office in Calabar. On 2 November, 1953 the District officer wrote to Chief Offiong, through the Court Clerk, Oban Native Court, Oban on the two conditions needed to set up the PA for Oban. First, a Postal Agent to be provided by the Community for training by the Postmaster of Calabar. Secondly, the cementing of the safe in the proposed Agency. Unfortunately, during my visit the PA was locked so I couldn't see what facility remains inside.

I have forwarded relevant archival materials relating to the appointment of the proposed Agent recommended by the Clan who also act as the Court Clerk of the Native Court in Oban in 1953, Mr. Eze, and the controversy behind his choice by the Court in November 1953. Though it was later resolved that the Court Messenger William E. Effiong was to take over the duties as Clerk to the Native Court in his place. These will be made available on the WASC website shortly.

There is a case in one of the attached documents, reported on 24th August, 1956, where a mail runner left Calabar with Oban-bound mail but wasn't seen or heard of again. Another case of a mail runner carrying Oban/Aningeje mails on 9th December, 1957 turned out differently because, when interviewed later, he told the Head Postmaster that he was sick after the dispatch of 20th November, 1957. He also stated that the

Oban/Aningeje road was too tedious and far for him to cope. Mrs Itokigi was acting as both mail runner and postal agent and her comments about the journey to and from Calabar say much the same.

A mail of 5th October, 1959 shows that the PA was temporarily closed for 3 months on the ground that Mr. Eze the Court Clerk, who also undertook the postal work, was absent on a course at Awgu(Enugu).

Reference

1. Proud E.B., *The Postal History of Nigeria*, p624, Proud Bailey, Heathfield 1995

Hansons Auctioneers: Fryer Archive sale

9 May 2019

Tony Plumbe

Like metal detector operators revealing the Staffordshire Hoard, amateurs occasionally reveal unanticipated philatelic gems. Such was the occasion when the granddaughter of Leonard Douglas Fryer found an envelope full of her grandfather's artwork. Leonard Fryer worked for Waterlow & Sons for over 50 years designing stamps and banknotes. Also, Leonard Fryer's father, Augustus Frederick Fryer, worked for Waterlow & Sons as a stamp engraver, and a little of his work was included in the Auction of the Fryer Archive by Hansons Auctioneers Ltd held on 9 May 2019 at Bishton Hall south of Stafford.

Leonard Fryer was born in 1891 and died in 1965. He started work for the printers in 1906 and continued until around 1960 such that his work related to stamp issues spanning KGV to early QEII. His sketches were in watercolour executed using a magnifying glass. Those offered related both to issued and unissued designs, sometimes at an early stage of conceptualisation. These essays had been cut from larger brown sheets on which they were mounted, sometimes Sellotaped together, and lotted into country singles and small groups. There were just 126 Lots in the Auction, the first 56 relating to GB and Commonwealth stamps, the next 44 to Foreign stamps including Revenues, and the last 27 to currency banknotes and unattributed non-postal items. Bidders were mostly by telephone or on the internet from worldwide locations; two UK dealers, one UK Auction Agent and one collector were 'in the room'. Across the areas covered by the WASC, the Lots comprised:

12. Ascension: KGV 1934 Pictorial Definitive issue, 8 bi-coloured essays for 1/2d, 1d, 1 1/2d, 2d, 8d, 1/- with & without portrait, & 2/6d. Unadopted but elements adopted. Figs 1 – 7. £4300 (£3000-3500)



Figures 1-7



Figure 8

Figures 9 & 10

Figure 11

- 32. Gold Coast: KGVI 1938 Definitive issue, essays for 9d, 1/- & 5/- . Christiansborg Castle concept adopted. Fig 8. £1800 (£1000-1200)
- 46. Nigeria: Two unattributable essays, perhaps for the 1936 Pictorial Definitives, essays of a 3d in blue depicting Fulani cattle, and of a 2/6d in green and black showing rail wagons being loaded, possibly with palm oil kernels. Unadopted. Figs 9 -10. £550 (£400-500)
- 47. Nigeria: QEII 1958 Centenary of Victoria, essay of 3d in black and scarlet depicting Victoria Harbour. Adopted. Fig 11. £500 (£300-400)



Figure 12

48. Nigeria: QEII 1960 Independence Commemoratives (4 higher values) and 1961 Definitive (11 lower values) issues, 15 essays comprising 1/2d tapping rubber in sepia, 1/2d flag and legislative assembly in background in crimson, 1d harvesting palm kernels in olive green, 1 1/2d cotton picking by two farmers in green, 2d 'commercial progress' showing a mounted camel with a factory and ship in background in indigo blue (partly adopted for 1/3d), 3d nurse and baby in olive, 4d potter in indigo blue (adopted for 2d), 6d 'Modern weaving' lady attending factory spindle in brown with pencilled D H £-to right, 1/- two nurses in red-brown, 1/3d adult education in light brown (adopted for 1 1/2d), 1/3d University College Ibadan clock tower and Trenchard Hall in sepia-brown with '22 X 18' in pencil to top right, 2/6d Federal House of Representatives in green and brown, 5/- Jebba Bridge and Lagos railway station in crimson and black, 10/- Ijora 'B' power station in turquoise-blue and light brown, & £1 brick making in violet and black. 'NIGERIA' on the low values and the duty figures on the 1/2d flag and legislative assembly, 3d, 1/- & 5/-, 'ROUGH SKETCHES' as a title, and a sequential number below each essay are all in Chinese white. Fig 12. £4200 (3000 – 3500)



Figures 13, 14 & 15

52. St Helena: KGVI 1938 Definitive issue, essay for 1/- in sepia brown adopted, and for 10/- in violet Figs 13 -14. £1200 (£700-800)

53. St Helena: QEII 1959 Tercentenary of Settlement commemorative issue, essays of 3d in black and red, 6d in emerald green and slate blue, 1/- in black and orange yellow, adopted. Fig 15. £950 (£1000-1200).

Prices realised are hammer **exclusive** of 20% commission and VAT to EU buyers and 5% + VAT to internet bidders; estimates are in italics in brackets. Most realisations were well above estimates, over five times so in the case of one Malta lot!

The analogy of these essays to the essays and artwork from the Bradbury Wilkinson Record Books auctioned on 10/7/13 by Spink & Son will not be lost on WASC collectors! For the Nigeria 1961 definitives, there are close resemblances to the unadopted designs numbered W1 – W14 that were sold by Phoenix Auctions in March 1997. These are significant additions to the essays for Ascension, Gold Coast, Nigeria, and St Helena held in private hands. And philatelists have to be sometimes intrepid explorers of the Staffordshire countryside!

Acknowledgment: All illustrations are reproduced with permission of Hansons Auctioneers

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To add content: e-mail the webmaster: Ray Harris – harris6ray@gmail.com

Our website includes the Cameo index, searchable copies of Cameo #1-40, longer papers and searchable resources relating (inter alia) to air routes to, from and via West Africa, Nigerian postmarks, Nigerian Post Office Annual Reports and images of WWI Cameroun covers. WASC book publications are listed, with prices for those which are in stock.

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British Sherbro 1758-1914

Auspice Britannia Liber

David Horry

A couple of years ago I volunteered to help Frank Walton, Philip Quirk and Michael Hamilton complete Frank's second edition of *The Postmarks of Sierra Leone 1854-1961* (Ref 1). My main interest was the 'Skeletons' but since then my attention has been captured by the Temporary Rubber Date-stamps of Jamaica. From 1792 Jamaicans (Creoles) were settled back to Freetown from Nova Scotia. That year Lt. John Clarkson R.N. brought around 1,100 liberated slaves from the port of Halifax. I believe their influence may be noted in the postmarks and stamps of the late Victorian period. In 1800 a further 500 Jamaicans were resettled in the Sierra Leone peninsula.

I was surprised when I recently found this French map of Sherbro dated 1758 (Fig.1). This is not the only map: I have also discovered a Dutch map from 1760 and an undated English one, all clearly showing a fort at 'Jamaica'. It was the French who made many attempts to colonise parts of Sierra Leone, even as late as 1898.



Fig. 1 Ethnic Map of Sierra Leone, 1969 showing Sherbro Islands and diasporas and French map from 1758 clearly showing 'Jamaica' on the central north coast of the Isles de Scherbro and a 'Fort Anglais' on the Isle d'Yorc.

British Forts indicate the Military, and the West Indian Regiments come to mind. In 1876 the Island was referred to as British Sherbro: was it perhaps a Colony maintained by Jamaica and supplied from Halifax, Nova Scotia?

In 1988 The Royal Philatelic Society of London published Philip Beale's *The Postal Service of Sierra Leone* (Ref 2). It still is one of the finest books on any Colony's postal history, containing immaculate philatelic records of what was known back in the day as 'The White Man's Grave.' Beale states:

Before the formation of the Royal Colony in 1808 successive trading companies had maintained garrisons at their forts on the coast, the British Government only becoming involved when European wars drew them into conflict.... The French sacked Freetown in 1794, but it was not until 1798 that Britain sent a naval ship to protect British interests...

According to records, the West India Regiment was formed in 1795 and first stationed in Sierra Leone in 1799. Garrisons were established at Fourah Bay, Freetown, Isles de Los and the Banana Islands. Dublin (pr. Doolin) is the main port on the latter islands and it is interesting to note that the WIR were encamped at Dublin Castle in Jamaica. It lies just to the east of Up Park Camp and south of Gordon Town (Fig.2).

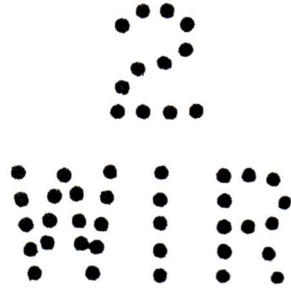


Figure 2

However, the early Sherbro map suggests that private Jamaican forces were in West Africa nearly forty years earlier, for the purposes of trading groundnut oil and a new staple, bananas. Jamaicans had the know-how for both plantains and the ‘Gros Michel’ banana.

Even today the vast majority of the 650 persons living on the Banana Islands are of Jamaican descent. The West India Regiment was basically from Trelawny Parish, where the Kri patois is spoken today. The proudest era of Kri history was The Ashanti Wars in the Gold Coast.

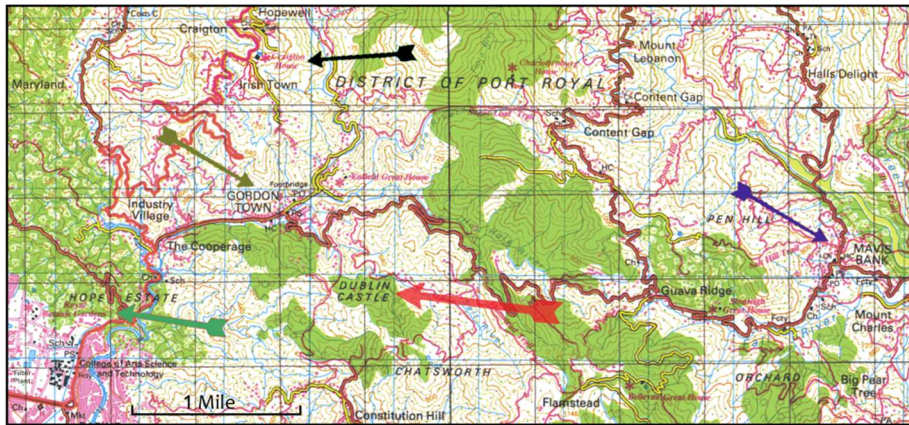


Fig. 4 Dublin Castle, north-east of Kingston indicated by the red arrow; the green arrow indicates the Botanical Gardens at Hope; the brown arrow Gordon Town; the black arrow George Odom’s House and the blue arrow Mavis Bank, the centre of the Blue Mountain Coffee trade.

A single reference is made in *The Daily Gleaner* (published at Kingston, Jamaica) to the Dublin sub-district in West Africa in 1904. (Figs. 4, 5 & 6)

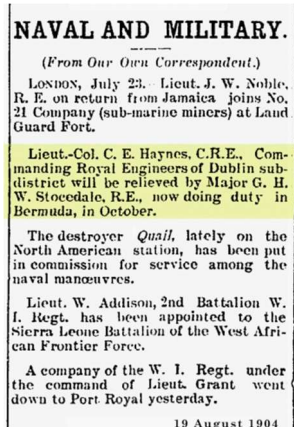


Fig. 5 Dublin sub-district 1904

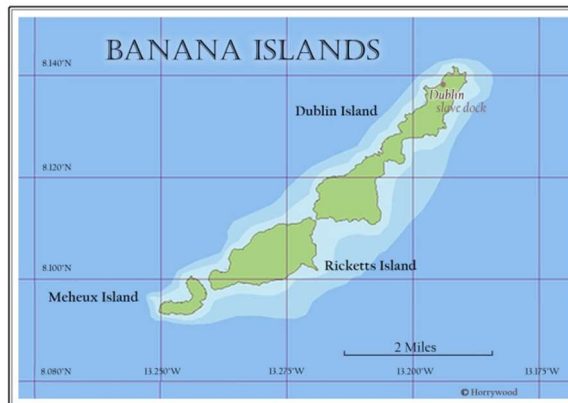


Fig. 6 The Banana Islands due south of Freetown

The Ashanti and the Gonja at War was written by Joseph A. Braimah and published in Accra in 1970 (Ref 3). It describes several campaigns: Anglo-Ashanti Wars I II III & IV and the Ashanti Expeditions I II - also known as the Ashanti Wars I & II. Braimah was a Paramount chief of the Gonja tribe as would have been his forbears. He was perhaps a senior Muslim officer, as the name appears to be a local version of Ibrahim.

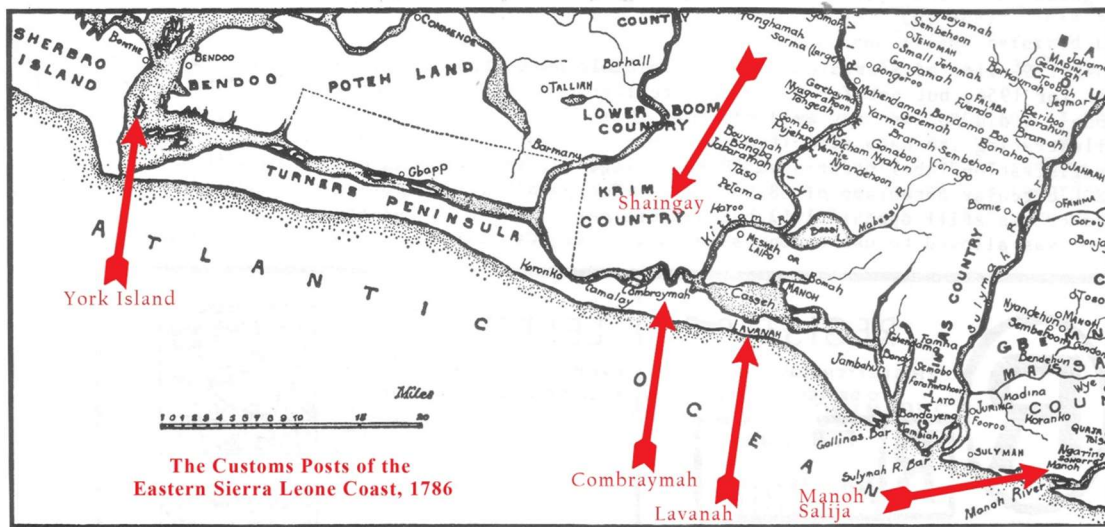


Fig.7 Customs Posts established 1786 - Original map Courtesy Frank Walton

When Frank Walton’s Sierra Leone postmark book was almost finished, he came across an old map that at last showed the village Combraymah on Turner’s Peninsula, to the east of Sherbro near to Krim Country. No other map has ever managed to locate it. (Fig. 7)

Combraymah’s only known postmark appears in 1884 midway between the last two Ashanti Wars of 1874 and 1897. Only five copies are recorded. Braimah is a very common name in both the Gold Coast and is also found today in Sierra Leone! I would hazard that this was in fact not a village but a camp for a Company of WIR combatants:- black troops led by black officers who spoke Ashanti Twi.

The Combraymah postmark is part of a similar series of handstamps namely – Kissy, Lavanah, Manoh Salijah, Shaingay, Sulymah and York (Fig.8). Might the latter be York Island, as it was home to the aforementioned Fort Anglais and was more proximate to the others? Its stone fort was destroyed by the French in 1812. Philip Beale suggests the Customs Ports of Kaikonkeh (Kychom) (1893-4) and the Isles de Los (1892) might also have had similar instruments. This area of northernmost Sierra Leone is also inhabited by the Sherbro peoples. None of these postmarks appear in the Post Office Impression Books in London. Might they have been found in the records of the West India Regiment? Further they resemble a unique postmark from Cedar Valley, Jamaica. (Fig. 9) which has strong connections to the posts of the village of Seaforth which has a unique Jamaican postmark, similar to a Canadian instrument as noted by Derek Sutcliffe. The Brockville Rifles used this instrument in Jamaica in 1945; both are thought to be ‘Skeletons’.



Fig 8: small ovals from Combraymah (1884), Sulymah (1889-1895), Manoh Salijah (1893), Lavanah (1885) and York (Island) (1894)



Fig.9 Cedar Valley to Mrs. Plaxton, The Lunatic Asylum, Rae Town, Kingston, June 9 1894 and the Canadian General Staff Office dated 1918 (Sutcliffe)



Fig. 10 Seaforth Jamaica Sk: 1910 Fig. 11 Brockville Rifles BN H. Q. Sk 1945 Fig. 12 Canadian Military Censor Jamaica No.9

NOVEMBER 18 1905

WEST AFRICAN OFFICIAL.

The Hon. C. H. Harley-Moseley, C.M.G., late Colonial Secretary of Lagos, arrived in the s.s. Port Antonio yesterday from England on a visit to the island. He is accompanied by Mrs. Harley-Moseley.

Mr. Harley-Moseley was special service officer at Sierra Leone, in 1881 and Assistant Treasurer at Sherbro in 1882. He was appointed Assistant Colonial Secretary at Sierra in 1881, Civil Commandant and Coroner of Sherbro the following year. As Commandant he had charge of several special missions to the interior tribes, and accompanied Sir Samuel Rowe, Governor of the colony, as one of his staff on several expeditions. He defended the towns of Lavanah Sulymah and Monah Sailjah and destroyed strongholds built by marauders. He was appointed Treasurer of Gambia in 1891, became a member of the Executive and Legislative Councils of the Colony and administered the government for about three years. He went on a mission to the Fogae country in 1891, receiving the thanks of the Secretary of State for the Colonies. He also assisted the combined naval and military forces during the Gambia Expedition 1891 and was thanked by Admiral Sir F. B. Dillon and the Officer Commanding the troops. He was transferred to Lagos in 1891 and acted as Governor of the Colony in 1902.



BANANA FIGS.

The Development of the Industry in Jamaica.

ERECTING FACTORIES.

In connection with the cablegram published in the Gleaner yesterday to the effect that great interest was being manifested at the Toronto Exhibition in Jamaica banana figs, it can be stated that plans have been perfected for a big development of the industry in this island.

The Jamaica Banana Fig Co., in which Mr. W. B. Hannan is interested contemplate the erection of four factories in St. Thomas in the immediate future. One factory will be at Morant Bay, another at Port Morant, the third at Seaforth and the fourth at Sunny Hill.

The factories at Morant Bay and Seaforth will certainly be erected within the next four weeks, and it is expected that the other two will soon follow. The figs put up by the company are much admired in Canada, and according to plans, a Canadian gentleman who represents capitalists in the big Dominion, will shortly be in the island to look into the prospects of the industry.

Fig 13: The West Indian Regiments served in 1891 in Lavanah, Sulymah and Monah Sailjah (sic) – *The Daily Gleaner*; 18 November 1905

Fig 14: York Island, Sherbro on Stamp Duty Three Pence 1897?

Fig 15: Banana fig factory to open at Seaforth – *The Daily Gleaner*, 9 September 1913

The village of Seaforth in Jamaica has the most extraordinary postmarks and several complaints about its lack of service, which included a public inquiry regarding the validity of the Seaforth Post Office. Maps show the Barracks there to be right by Morant Bay, Serge Island, the starting point of the Frome Riots, back in May 1938. If the WIR were supplied with material from their base in Halifax, Nova Scotia then perhaps their postmarks might have been Canadian too. The Seaforth Skeleton of 1910 (Fig. 10) bore a close resemblance to the Skeleton used by 'The Brockvilles' who served in Jamaica during WWII. (Fig. 11). The post office at Seaforth, Jamaica, was simply abandoned in 1910 leading to an enquiry.

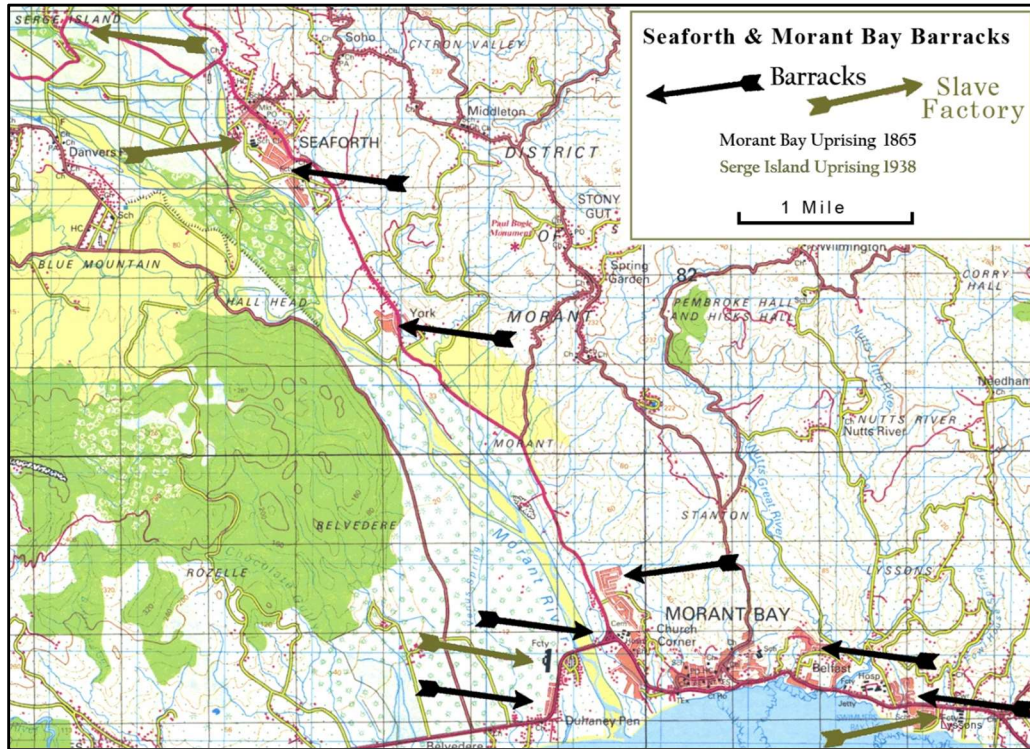


Fig. 16: The Seaforth and Morant Barracks and Slave Factories to the east of Kingston, Jamaica

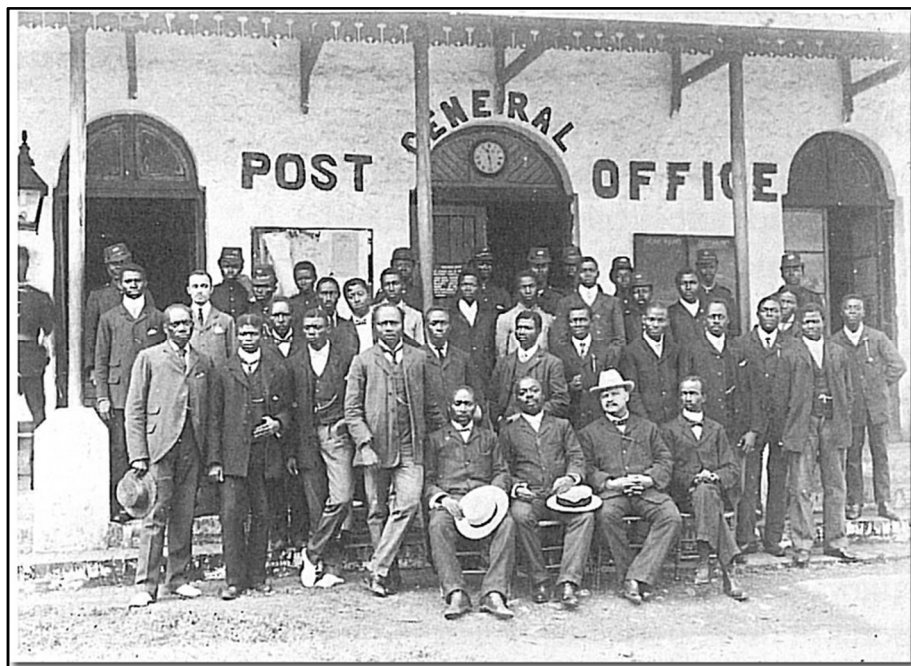


Fig. 17: 'The Post Office staff 1908. Postmaster J. C. Smith wears a hat.' (Beale) Not so!

Philip Beale fortuitously made one tiny error in his book, which has led me to a new theory of events in Freetown and Sherbro. In the first chapter, *The History of the Post Office*, (Ref 4) there is a photograph of - 'The Post Office staff c.1908. Postmaster J. C. Smith wears a hat' (Fig. 17). The man wearing the hat looks for all the world like the PMG: he is white, but I can assuredly state that James Carmichael Smith was black and born in the Bahamas in 1852. He was the son of a Yorkshireman and a black Bahamian mother. He sat on the Nassau Legislative Council and in 1887 founded the newspaper *Freeman* and was Postmaster at Nassau (Ref 5).

James Carmichael Smith was named in honour of the Bahamian Governor and Abolitionist Sir James Carmichael Smyth (1829-1831). He was the most forthright of the non-white members, but an unfortunate 'affair' effectively silenced him at the beginning of the 1890s. 'High Standing White', Stephen Albert Dillet brought charges of seduction and abduction of his daughter, Elizabeth, against Smith. Thwarted in his legal proceedings by his daughter's flight from The Bahamas, Dillet requested an enquiry by the Governor in Council, since Smith was a Government employee. After surveying the evidence supplied by Dillet, Governor Shea decided there was a case to answer and an enquiry was held by him in 1893. Smith was found guilty and suspended from office as Postmaster. Smith decided to appeal the Decision to the Privy Council and went to England. The Secretary of State acquitted and exonerated Smith from the charges, after hearing Elizabeth Dillet's statement. All this took time and energy and when he returned to Nassau he did not seem to have the same intensity or force. The Colonial Office offered him an appointment as assistant Postmaster in Freetown, Sierra Leone, which he accepted. In 1894 he headed for Africa and was appointed as deputy to James Hastings Spaine, who was PMG and also black. Later in life Smith wrote several books and retired to Jersey in 1914: he gained mention in Jeffrey Green's, *Black Edwardians* (Ref 6).

According to Proud, Spaine was a Krio (Krim), an emancipated slave from the West Indies, who became PMG in 1885. Known locally as 'Nova Scotians' these emancipated blacks were far better educated than their native brethren and were able to take quite senior posts in a Colony that gave little comfort to Caucasians. Yellow fever, malaria, typhoid and cholera were endemic until American surgeon Walter Reed (1905) and others had discovered the root causes of these killer diseases.

Spaine was of Bajan origins and became a *cause célèbre* in 1895. Beale (Ref 7) takes up the story, *On 18 October 1894 The Governor, held a hearing into the counterfeiting of stamps by two post office employees and a printing apprentice. The 'forme' had not been broken up after the authorized printing although the printer stated it had.* There is evidence that the malpractice occurred in the middle of 1894. *In February 1895 a Commission sat to enquire into the affair. It transpired that the Postmaster Mr. Spaine had disposed of overprinted stamps (½d 1893) to a dealer named Zissler, of 86 St. Martin's Lane London.* (Fig. 18)



Fig 18:

Oil Rivers registered cover bearing Old Calabar Reg. Oval, addressed to Ludwig Zissler, stamp merchant, 86, St. Martin's Lane, London W.C.

Ted Proud (Ref 8) notes, *Sierra Leone was not immune from the Philatelic fever that was prevalent in many British Colonies. From the evidence of many covers it is obvious that a Mr. Goubert (French) of the Compagnie Française was very active in manufacturing bisects etc from 1888 onwards.*



Figure 19:
Postmaster Spaine

The Postmaster Mr. Spaine, (Fig. 19) following the example of many other colonies, seems to have been the prime mover in the January 1893 provisional ½d on 1½d issue (about 6,000 printed) and made the usual profit of selling most of it to dealers.

Spaine would have been well aware of the 'Vendryes Affair' in Jamaica in 1890 when a provisional 2½d on 4d overprint was issued in Jamaica 'Never "Noticed" by Authorities.' (*The Daily Gleaner*, 23 May 1922).

The 'Vendryes' Cayman Islands 'did for' Jamaican PMG Pearce. He was exiled to Boston 1903 but managed to sort himself out 'a pension' by the printing of the third series of 'Vendryes' in Boston c.1908. These appeared on the London stamp market in the early twenties. There were similar cases in Tasmania (1889), Jamaica (1890) and Malta (1911) to name but a few.

I came across Ludwig Zissler, stamp dealer of St. Martin's Lane, London whilst looking at the 'goings-on' in the 'Cayman Islands Scandals' from 1893 - 1907. Zissler was active throughout West Africa and South America for several years. He even ran ads in *The Samoa Times* and *South Sea Advertiser* 1893-1894.

A £5 reward was offered for information on the whereabouts of Samuel Gabbidon, Leonard Samuels, probationers at the Post Office and Augustus Robinson an Apprentice at the Government Printing Office. Upon capture they gave evidence implicating PMG Spaine.

A Commission found that J. H. Spaine, a distinguished Creole had since 1885 abstracted £1,000 from the Post Office and £1,480 from the Savings Bank. He was arrested in January 1895 for embezzlement but the first trial resulted in a hung jury. The Governor always thought that the jury could be influenced by Spaine's friends and brought in an ordinance to allow Officials, if charged, to be tried by a Judge and three or more Assessors. Or if it was a trial with a jury, a verdict with only two-thirds majority for non-capital cases.

Those figures are far higher than as reported in *The Law Times* of London, which noted the figure as £486 1s 6d. Despite public protests, the Colonial Office refused to intervene. In October 1895 a second trial was held which ended in an acquittal, the jury being eight to four and no doubt being influenced by the riotous crowd outside the courthouse. In 1896 the government brought a third trial with five assessors, who found Spaine guilty. He was sentenced to seven years hard labour.

GPO Freetown are now found to have had two PMGs, Spaine and Smith, both with strong West Indian origins, with a sense of injustice being meted out in the courtrooms of Nassau and Freetown. The Assessor Ordinance was highly controversial: on 8 February 1896 *The Law Times* of London recorded, *We must go back to the dark ages to find a parallel to the seemingly calculated vindictiveness displayed by the Executive Council of Sierra Leone in Regina v Spaine. If ever there was a case demanding a full and independent investigation by the home authorities, this is eminently one.*

Might it be considered possible that the Sierra Leone 1897 2½d on 2s overprint, dealt with by Frank Walton in his 2011 monograph, was an attempt by PMG Smith, to right an obvious wrong and raise much needed funds for Spaine, his family and lawyers? Were the local authorities unaware of this enterprise, or was a blind-eye turned? Such a small quantity of stamps for collectors, disappeared fairly quickly. According to Walton, they were present at a Plumridge sale held in London on 5 March 1901, less than four years after the issue date.

During this period of upheaval a new and steadfast PMG, J. H. Cleugh was appointed in 1895. He was also made Justice of the Peace, Deputy Coroner, Captain of the Volunteers and Manager of the Savings Bank. According to Philip Beale he found GPO Freetown in total disarray: *Early his new career he set off with the usual official zeal to inspect the offices of the Peninsula for the purpose of putting them into something like postal order.*

He was then taken very ill with malaria, after all precautions, and was shipped off to Grand Canary, returning to Freetown by September 1898. He was immediately caught up in the rebellions of 1898 (The Hut Tax Wars – Ref 9). Ted Proud (ref 8) published a poem by Thomas Trennaman, *That Journey*, on pp.75-78 which is well worth a read.

‘He looked in here, he looked in there ,
He gave the P.O. Clerks a scare.
Of all the best he took his share –
He was so very bold, sir.
The ladies welcomed him with joy.’

James Cleugh PMG succumbed to his malaria in 1901. Whilst the cat was away the mice played. And Carmichael Smith was a large and very playful mouse, for most of 1896 to 1911 he was PMG but until Cleugh died he only had the acting title. He overlapped Governor Leslie Probyn, serving successively as Secretary and Acting High Commissioner of Southern Nigeria (1901-1904) and Governor of Sierra Leone (1904-1910). He had begun his career as a British colonial administrator in the Caribbean. From 1893 to 1896, he served as Attorney-General of British Honduras. In 1896, he was appointed Attorney General of Grenada. He was then moved to West Africa, serving successively as Secretary and Acting High Commissioner of Southern Nigeria (1901-1904) and governor of Sierra Leone (1904-1910). Probyn then returned to the Caribbean, where he became the first Governor of Barbados (1911-1918). His secretary was the indefatigable philatelist (Sir) Harry Luke. Probyn finally went to Jamaica (1918-1924), where he had enormous philatelic influence. His older brother, Sir Dighton, was in later life an ornament of the age, being Keeper of the Privy Purse under Edward VIII and Keeper of the King’s Household under King George V.

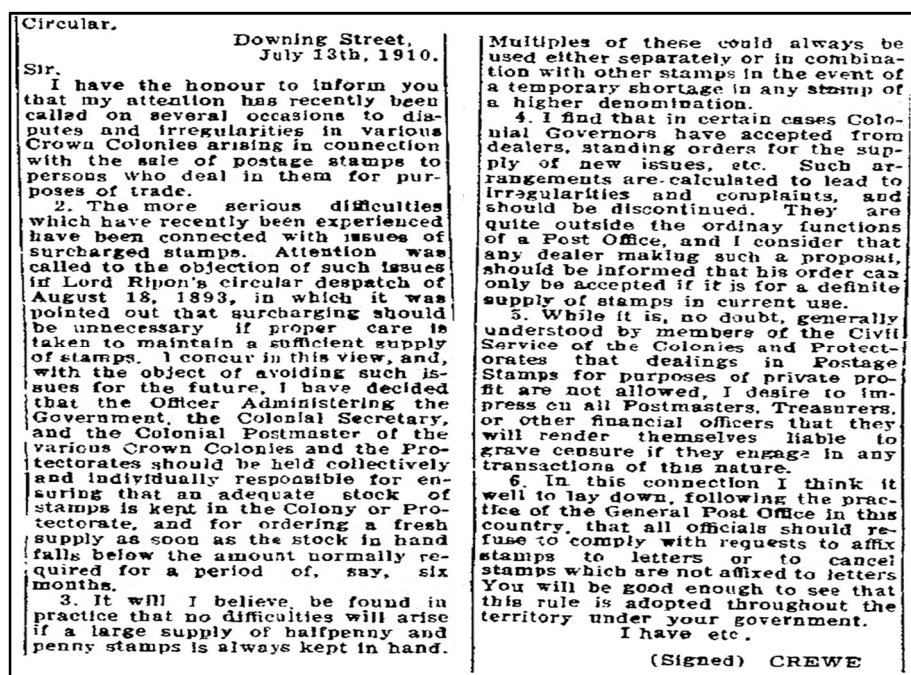


Fig. 20 A summary of Lord Crewe's Downing Street Report *The Daily Gleaner* 13 July 1910

It is somewhat puzzling that De la Rue had not provided 2½d stamps. This is reminiscent of the Vendryes case where a shortfall in certain stamps was deliberately not reported to DLR. Lord Ripon noted this in his damning Colonial report of 1903. His Bulletin was reissued to all Colonies in 1896 and 1903 but remained largely ignored. He accused Governors, Postmasters and GPO staff of malpractice regarding local overprints. In 1910 Lord Crewe's report forbade locally produced overprints and sought better planning of issues from all parties (Fig. 20).

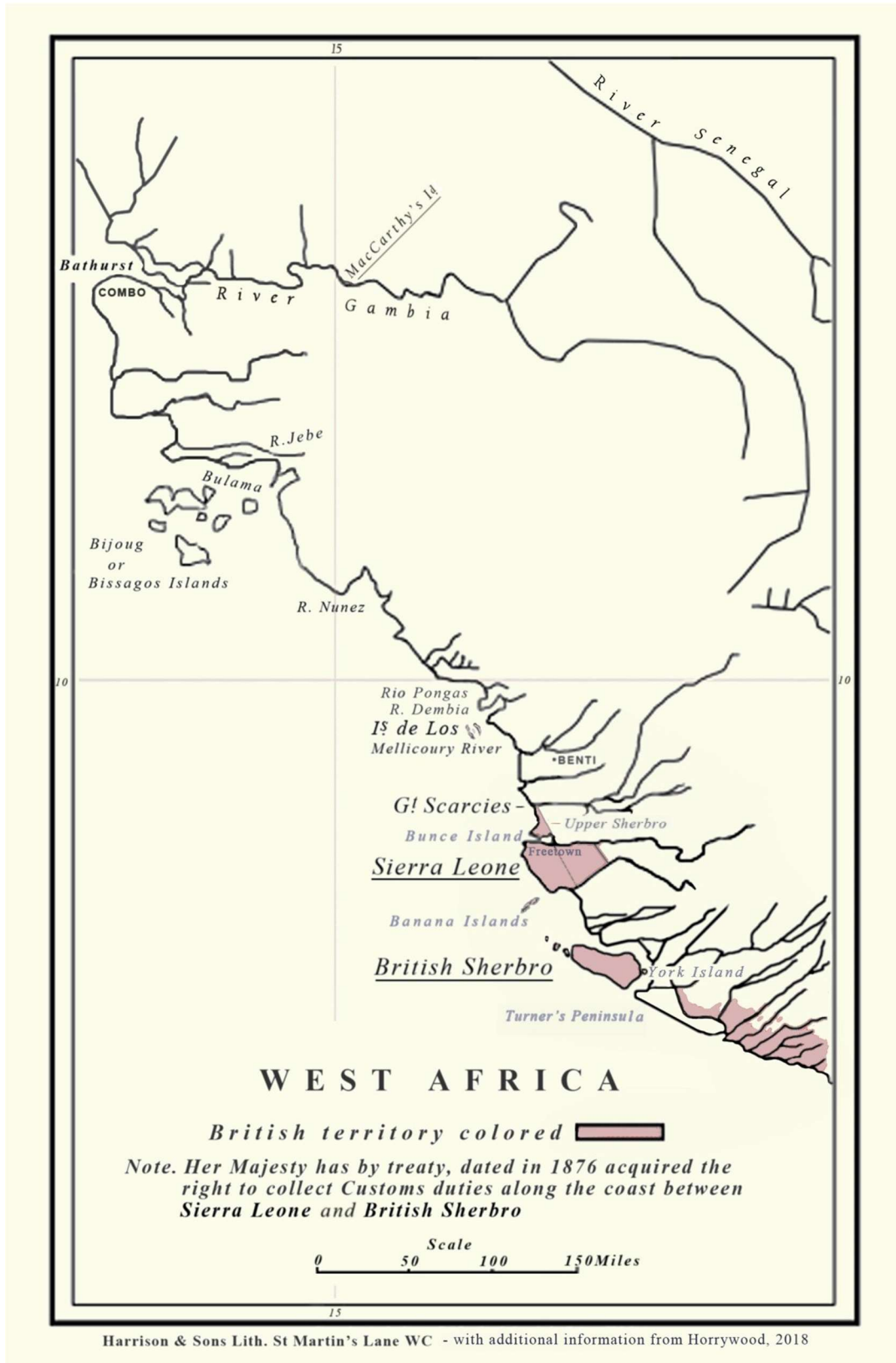


Fig. 21: Harrison & Sons map of West Africa, 1876

Frank Walton reports the old Key plate was worn but, when the new Key plate was ready, why did DLR only send 9,360 stamps on 3 September 1896, when at least 60,000 was the normal order? The following March of 1897, 60,480 were dispatched.

An enterprise of just 240 two shilling stamps overprinted 2½d would readily appeal to collectors and the likes of Ludwig Zissler. This small printing would hardly be noticed among almost 450 sheets of other 2½d overprints on the 1d, 3d, 6d, and 1s Stamp Duty remainders.

Did the 1897 2½d on 2s (and other philatelic exotica) fulfill a familiar function for Mr. Spaine? Plenty of Army officers would be interested in this 'investment'. Spaine was by all accounts a popular man. As for Ludwig Zissler, he moved over to 98 Charing Cross Road at the turn of the Century. I further note that a map of West Africa (Fig.20) was published by Harrison & Sons at 45-46 St. Martin's Lane, just a few doors down from Zissler. It makes you wonder if he persuaded someone to send some type down to Freetown for a little enterprise? Overprints were *tous le rage*.

'Gros Michel' bananas were still grown in Jamaica and Dublin SL in 1949 when 'Cavendish' were having to be grown elsewhere, due to Panama Disease. 'Big Mike' was wiped out on the West African Coast in the early fifties.

Slavery in the British Empire did not just end with an act of Parliament in London in 1833. Emancipation was declared in Jamaica in 1838, but in 1799 the Christian Canadians started to emancipate Jamaicans and Bajans back to Sierra Leone. 'The Noble Cause' is recorded in field of postmarks and stamps: postal history.

The one 'commodity' that no one has ever looked at is 'Yellow Fever'. It supplied the link from Jamaica to Panama; New Orleans to Nova Scotia to Combraymah and back to Manchioneal, Jamaica. It racially discriminated; only killing Caucasians. Only one negro died in 1896 and he was visiting from NY. When Teddy Roosevelt built the Panama Canal he only wanted Jamaican workers for this reason, but UFCo wanted them for the Panama and Costa Rica plantations. They fell out badly over it. Thousands travelled every year to labour, they were mainly illiterate, so few mails exist from them.

In 1905 in New Orleans the 'Banana Boat Plague' was finally conquered by US Army Doctor Walter Reed in New Orleans. In 1897 495 folks died of Yellow Fever in that city. It came from Italian workers unloading banana boats. Mails had to be 'tined' with a hairbrush-like device to puncture envelopes prior to fumigation.

George Odom's 'Diamond Mills' West African covers are highly collected. Here is a rare photograph of him in the uniform of the West Indies Regiment in Bermuda. (Figs. 22 & 23)



Fig. 22: The British West Indies Regiment in Bermuda 1944, bound for Naples. Captain Crawford Odom is seated at the far left. (Horry)

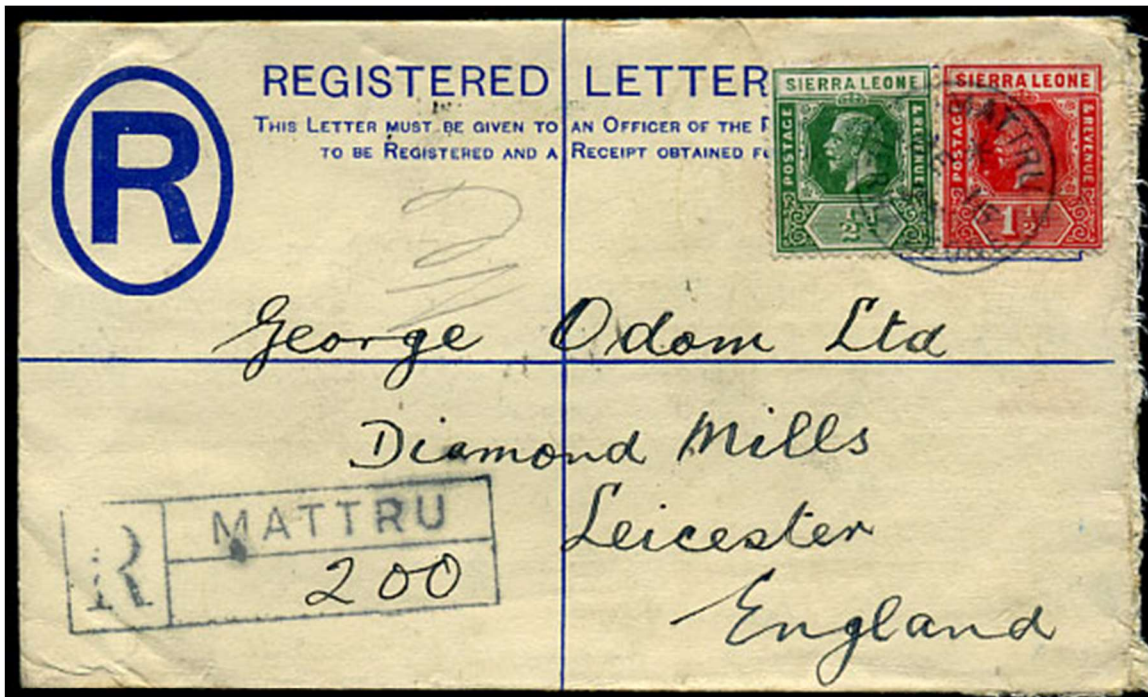


Fig.23 Registered cover from Mattru 16 December 1925 to George Odom Ltd, Diamond Mills, Leicester, England – it was sent by ‘Big George’ personally. (Quirk)



Fig. 24: Field Post Office 17 dated 11 January 1946 (Horry)

In 1939 The West India Regiment was renamed the West Indies Regiment. They escorted German POWs to the Suez Canal from Naples, and returned at War’s End via Freetown, which explains the ‘rogue’ usage of FPO 17 in January 1946; it was originally used in Italy and Egypt from October 1944. (Fig. 24)

Reference to the Jamaica Regiment is to be found as late as 1958. The ‘Yunusa Cartouche’ shown on cover in figure 26 was crafted by the same hand that carved the Jamaica Regiment’s hand stamp which was in use at Palisadoes Airport in 1958 (Fig. 25). It was as if Jamaica had run its own colony via the Military. They were assisted by the local police forces, they were also recruited hundreds of West Indians to their ranks. These so-called ‘Nova Scotians’ were an entity to themselves and further provided barristers and Justices to the Courts of Freetown.

Figure 25: handstamp of Headquarters, The Jamaica Regiment, Kingston Camp, Palisadoes, Jamaica, c 1958 (Sutcliffe)





Fig. 26: Air Mail from M. I. A. Yunusa H. G. M. PO Box 34, Bo, Sierra Leone to Saxone Overseas Service. Kilmarnock, Scotland. (Horry)

The GPO provided stamps and, from the turn of the Twentieth Century, postmarks. At that time other idiosyncratic ‘Sherbro’ postmarks were finally issued directly from GPO Freetown (Fig. 27). Gloucester was just south of Freetown with Bullom and Mopalma to the east, in what was known as Mendeland. Mange and Kambia were in the northern Sherbro enclave, with the latter becoming the centre of The Rio Pango Mission, that was for many years to be located on the Los Islands, off Conakry. The West Indian Mission was essentially a Bajan-run community with its HQ back in Bridgetown. It used WIR platoons from Barbados, for protection from the ever invasive French. The local Postmasters were often Reverend Ministers from the West Indies. Kambia was also the site of a boarding school for girls and boys, (*The Daily Gleaner*, 5 November 1909).



Fig. 27: ‘Sherbro’ postmarks, from Gloucester, Mange, Kambia, Mopalma and Bullom?

In 1895 the British Military decided to build a narrow gauge railway to the east of the Protectorate. The major concern at the time was the threat French troops invading, and the railway was specifically designed narrow gauge, to avoid the same gauge that the French used. It was intended to reach Prince Alfred Town (Songo) but was interrupted by the Hut Tax Wars of 1898.

By 1904 the railway reached Baiima where the WIR were quartered. Dr. Andrew Stewart of Kings College London, further notes that by 1908 Daru was the Headquarters of the British Military in the Protectorate. This surely explains the large double circles boasted by these military barracks. (Fig. 28) (Ref 10)

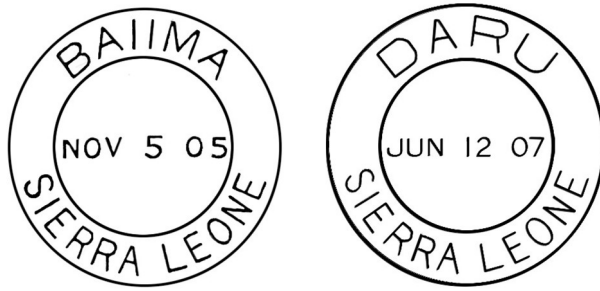


Fig. 28: Military postmarks from Baiima 1905 and Daru 1907



Fig. 29 ‘Sherbro and Sierra Leone’.

The red Sherbro and Sierra Leone 1884 postmark was listed by Walton and Proud as ‘of doubtful status’, having been used on philatelic covers (Fig. 29). It is worth noting that Mr. D. N. Carroll was a stamp dealer in Bonthe at that time: in February 1898 he replaced H. R. Williams as the Bonthe Postmaster. In 1904 the American Post Office officially reported Postmasters at Freetown, Kent, Waterloo and Bonthe.



From all the evidence, it would appear that since 1800 families in British Sherbro were sustained by the efforts of the West Indies Regiment and the West India Mission. The resettlement of slaves back to their roots was a highly organised operation facilitated by the people of Nova Scotia; they encouraged slaves to escape their shackles and join the British Regiments. Once they had taken the ‘King’s Shilling’ they were freemen. By 1856 their *Zouave* uniforms were designed at the request of Queen Victoria herself (Fig. 30). They were seen in London at the Diamond Jubilee Celebrations.

Fig. 30: West India Regiment in their North African *Zouave* uniforms 1874.

They fought in the many Ashanti Wars and particularly in the Gambia, where they boasted two Victoria Crosses. The Regiment was disbanded in 1927. The ‘Nova Scotians’, as they were known locally, were further sustained by their own Jamaican expertise in banana and plantain horticulture, on the Coast of Sierra Leone.

Dockers Have Banana Feast

Gleaner London Correspondent
LONDON, December 7:

Thirty-seven thousand bananas have been eaten by dockers at Liverpool in a day.

This banana-eating marathon followed the arrival of a shipload of bananas from Sierra Leone. One-quarter of the consignment was too ripe to be sent to the shops, and was rejected by the Ministry of Food.

The dockers were shown a dump of 77,000 bananas and told: “eat as many as you like”

They started in with bananas for breakfast, and finished up with bananas for tea. They ate their way half-way through the dump.

8 December 1950

Fig. 31: the last shipment of Sierra Leone bananas to Liverpool, 1950

The Liverpool Company of Elders, once slavers, now turned their attention to the importation of bananas; they also provided the transports for the Regiment to and from the Caribbean. The last export shipment of the ‘Gros Michel’ was delivered by Elders & Fyffes in 1950 (Fig. 31).

They became a successful Jamaican and Bajan diaspora in the Sierra Leone Colony, and even took some of the most elevated positions within the legal profession, the Courts, the Army, the Church, schools and the Post Office.

Selected men were given options to retire to other parts of the West Indies. Many went to Trinidad and settled on the south west coast to the south of Port Fortin, in the Coromandel area. Others took up banana growing on the islands off the coast of Belize, British Honduras: enclaves were settled on the island of Caye Caulker (Fig. 32).



Fig. 32 Coromandel NB 1957- Trinidad and Caye Caulker, British Honduras sTRO 1937

The influence Of the West India Regiments is clearly visible throughout the archives of Kingston’s *Daily Gleaner*. (Fig. 33).

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NOVEMBER 21, 1913.

CHANGES THAT HAVE OCCURRED IN THE WEST INDIA REGIMENT.

The Recent Death of Lieut. Colonel Arthur Bor.

OFFICER IS CASHIERED.

The Death of Captain Napier Safford at Sierra Leone.

News has been received in the island announcing the death on the 31st ult. at St. Agatha, King's Park Road, Bournemouth, England, of Lieut.-Colonel Arthur Bor, late West India Regiment, aged 61.

Colonel Bor was the eldest son of the late James Henry Bor, formerly rector of Raymutter-douey and Dunlewey, County Donegal, and brother of Lieutenant-General J. H. Bor, C.B., R.M.A. He obtained his first commission in the Army in December, 1875, and in 1890-4 served on the West Coast of Africa in the operations against the Sofas. He became lieutenant-colonel in 1898, and retired two years later.

The death also took place on the 3rd inst. at Sierra Leone of Captain Napier E. F. Safford, West India Regiment.

The deceased was the second and last surviving son of the late Colonel and Mrs. Safford, late of Red House, Havant; and was well known in Jamaica.

Captain Safford was born on the 24th of July 1872, and was appointed a second Lieutenant in the West India Regiment on the 16th of May 1894. He was promoted a full Lieutenant on the 10th of June 1896 and a captain on the 19th of May 1900. He was Garrison Adjutant at Sierra Leone from August to November 1898; adjutant of volunteers from 1904 to 1908 and adjutant of the Territorial Force in England from the 1st of April 1908 to the 7th of August 1910.

THE LATE CAPT. NIGHTINGALE.

The "London Times" published the following obituary of Captain W. H. Nightingale, whose death we announced some weeks ago.

"Captain Walter Henry Nightingale, 1st West India Regiment, died of malarial fever at Sierra Leone on October 17, in his 68th year.

"He was the eldest son of Mr. W. H. Nightingale, late of the Public Works Department, India, and became second lieutenant in the West India Regiment in 1897, being promoted to lieutenant in the following year and to captain in 1901. He served in the Karene Expedition in Sierra Leone in 1898-9, and took part in the operations in Ashanti in 1900."

OFFICER CASHIERED.

Our London Military correspondent writes under date November 5th:—

London, Nov. 5.—The usual sentence of cashiering by the finding of a General Court Martial, has been pronounced against Second Lieutenant Charles F. Stuart Morgan, the senior officer of his rank serving with the 1st Battalion in Sierra Leone. The ex officer was appointed to the regiment in August, 1911. It is a very long period since an officer of the West India Regiment was dismissed the service.

CAPT. G. E. HEWITT.

Captain George E. Hewitt, West India Regiment, who commanded a company from June, 1900, has taken his retired pay. He was appointed to the regiment in December, 1894, and served in special employment on the Gold Coast, was for a couple years with the West African Frontier Force, and was D. A. A. and Q. M. G., Sierra Leone, 1908-11. He served in the Sierra Leone operations, 1898; Ashanti Expedition, 1900; and several expeditions in 1901-02 on the West Coast, including the Aro Expedition, in the course of which he commanded a column.

CAPT. MULLER.

The "London Gazette" of the 7th inst. also announces the retirement of Captain G. C. B. Muller.

Capt. Muller was born on the 18th of June 1874 and was promoted a second Lieutenant on the 13th of May 1896. A year later he was promoted a full lieutenant and on the 6th of November 1900 he was raised to the rank of Captain.

Captain Muller has had no staff service. Following the retirement of Captains Hewitt and Muller, the two senior lieutenants of the West India Regiment will be promoted to the rank of captain.

In the meantime Supernumerary Captain J. G. V. Hart has been restored to the establishment of the Regiment.

Fig. 33 A typical WIR report from *The Daily Gleaner*; 21 November 1913.

The First Postal Orders of Independent Nigeria

Peter Hørlyck

On 1st January 1966 Nigeria issued its first postal orders for internal use (Ref. 1). The reason for introducing these was to offer the public a cheaper alternative to money orders for transactions involving smaller amounts.

British Postal Orders overprinted for Nigeria (and also un-overprinted items) had been in use for many years for external transactions (to Great Britain and Commonwealth countries), and also for internal use. In a G.P.O. Green Paper from 1938 (Ref. 4) it is stated that British Postal Orders were also legal for local use as well as external use to Great Britain and other colonies participating in the scheme, and the 1963 Nigerian Post Office Guide shows that was still the case in Nigeria. Anyway, the overprinted British Postal Orders continued in use for some time (in the Nigeria Year Book 1970 p.245 they are still listed), but they were eventually taken off sale due to currency exchange controls, according to Wright (Ref. 2).

Production of the new postal orders was handled by the Crown Agents, and four requisitions are found in the Requisition Books of 'The British Library, Philatelic Collections - The Crown Agents Philatelic and Security Printing Archive' (in the following abbreviated to the Crown Agents Archive):

962/1 for a dandy roll with the watermark NIGERIAN POSTAL ORDER in multiple circles

962/2 for the actual postal orders (with despatch dates 7.4.65 to 19.5.65)

962/3 and 962/4 for paper for postal orders

The task of printing the postal orders was given to De La Rue, and the denominations and amounts ordered were:

<u>Duty</u>	<u>Poundage*</u>	<u>Quantity</u>	<u>Numbered</u>
6 ^D **	2d	75000	A000001-A075000
1/-	2d	120000	A000001-A120000
1/6	3d	30000	A000001-A030000
2/-	3d	175000	A000001-A175000
2/6	3d	75000	A000001-A075000
3/-	3d	125000	A000001-A125000
4/-	3d	50000	A000001-A050000
5/-	3d	375000	A000001-A375000
6/-	4d	40000	A000001-A040000
7/-	4d	30000	A000001-A030000
8/-	4d	30000	A000001-A030000
9/-	4d	30000	A000001-A030000
10/-	4d	650000	A000001-A650000
11/-	4d	20000	A000001-A020000
12/-	4d	20000	A000001-A020000
13/-	4d	20000	A000001-A020000
14/-	4d	20000	A000001-A020000
15/-	4d	100000	A000001-A100000
17/-	4d	20000	A000001-A020000
20/-	4d	600000	A000001-A600000
21/-	4d	60000	A000001-A060000
40/-	8d	200000	A000001-A200000
60/-	9d	200000	A000001-A200000
80/-	10d	150000	A000001-A150000
<u>100/-</u>	<u>1/-</u>	<u>500000</u>	<u>A000001-A500000</u>
Total		3715000	

* The poundage is not mentioned in the Crown Agents Archive, and that information has been gathered from proofs and issued items seen as well as from Wright (Ref. 2).

** Pence is denoted with an uppercase superscript D on the requisition as well as on the postal orders, and not "d" as usual. I will in the following therefore use D.

Proofs

De La Rue produced proofs of all values, and these are located in the Crown Agents Archives, as recorded by Martin and Powell (Ref. 3):

1) A set with each item hand-stamped 27 OCT 1964 and NOT APPROVED added by hand. The serial number is 000000 on all orders, and the watermark is POSTAL/ORDER. On the bottom is stamped a proof number PROOF № 988/xxx, where xxx ranges from 002 (6^D) to 200 (100/-). All values up to 17/- are in dull green and grey-black, and the higher values are:

- 20/- dull green and plum
- 21/- dull green and deep blue
- 40/- dull green and brown
- 60/- dull green and deep mauve
- 80/- dull green and deep grey-green
- 100/- dull green and black

The stamp box contains:

POSTAGE STAMPS/NOT EXCEEDING TWO IN NUMBER MAY BE/AFFIXED HERE BUT NOT ELSEWHERE

(i) UP TO 5d. FOR ORDERS UP TO 4s. 6d.

(ii) UP TO 11d. FOR ORDERS ABOVE 4s. 6d.

ODD HALFPENNIES ARE NOT PERMISSIBLE



Fig.1: 100/- proof dated 27 OCT 1964 and endorsed NOT APPROVED.

2) The next set is hand-stamped 8 DEC 1964 with APPROVED added by hand on each order. The proof numbers continue from 203 (6^D) to 336 (100/-). Otherwise same as above, except that the 4s. 6d. in the stamp box has been reduced to 2s. 6d., the lines have been removed in the date stamp circles, and the colours have been changed on two values:

- 40/- dull green and greenish-blue
- 100/- dull green and carmine



Fig.2: 20/- proof dated 8 DEC 1964 and endorsed APPROVED.

3) A set of final proofs in the same colours as above, and on the correct watermarked paper with NIGERIAN POSTAL ORDER in circles. The serial numbers are now prefixed with A, but otherwise still 000000, but in a different font. Each item is perforated CANCELLED in large letters 75×14mm, with REQN 962/65 added by pencil. This set was not at hand when I visited the British Library in October 2017, but according to Martin & Powell (Ref. 3) the 2/6 and 3/- values are missing from the set.



Fig.3: 4/- final proof endorsed REQN 962/65 and perforated CANCELLED. Previously shown in Ref. 3.

Production details

Regarding the dandy roll, requisition 962/1 notes: "Watermark to read across the length of the dandy roll. Dandy roll to be suitable for NO2 machine at the Ivybridge Mill of Wiggins Teape Ltd". Likewise, there are instructions that the paper should be delivered by Wiggins Teape & Alex Pirie (Sales) Ltd. to the Crown Agents Superintendent c/o Thomas De La Rue Co. Ltd at their Porters Wood facility in St. Albans, Herts.

In the "Register of Dies, Plates, Formes, Etc., in the Custody of the Stamp & Note Control Branch" from the Crown Agents Archive most of the working duty plates are registered in sets of 9, but some of the lesser used values in the same colours are combined to make up sets of 9. Please see Appendix A.

Presumably the postal orders were printed in sheets of 9 - most likely 3x3 - but it could also be in multiples of this. The size of a postal order including the counterfoil is not mentioned in the archive but I have measured it to 176x86mm corresponding to 6⁷/₈"x3³/₈".

The requisitions for paper 962/3 and 962/4 are initially for "140132 yards on Reels 21" wide", and later for an additional 28000 yards. Supposing that the postal orders were printed across the reel, three postal orders could just fit there, as the total width is 20⁵/₈", but that would leave only ³/₈" for the margin, which doesn't seem probable. If, on the other hand, the postal orders were printed along the reel, there could be 6 postal orders across. It would still leave quite a small margin of ³/₄" but more than before. In any case, the first requisition for paper 962/3 seems adequate to fulfil the total order of 3715000 postal orders. But perhaps to allow for extra wastage or larger margins, a further 28000 yards were ordered?

In the same register as above in the Date of Destruction column it is also noted "NO DESTRUCTION" with a reference to a Minute dated 9th November 1965: *"With reference to the above orders for Nigerian postal orders, will you please note that the printing material produced for these postal orders should be kept by us until further instructions are received from Nigeria."*

There is a possibility that a reprint will be needed before the material is sent to Nigeria."

Whether such a reprint was ever made by De La Rue under the supervision of the Crown Agents is not known, but there are no further entries in the Crown Agents archive for postal orders for Nigeria. There is, however, a requisition 6/23077/1 for postal order paper with despatch dates 30.6.66 - 8.8.66. This consisted of 850 reams of paper size 21"x24³/₄". But this paper was probably not for a reprint (see later). Looking at the amount of paper, it corresponds to 173% of the paper ordered for the original printing, so a substantially larger order. But more interestingly the change of paper format could suggest another printer or printing method.

The issued Postal Orders

The issued postal orders match the final proofs except for some minor shade differences. On the back are 5 numbered and one unnumbered paragraphs printed in black. The text in the watermark starts at left (at around 9 o'clock) and no deviations have been seen.

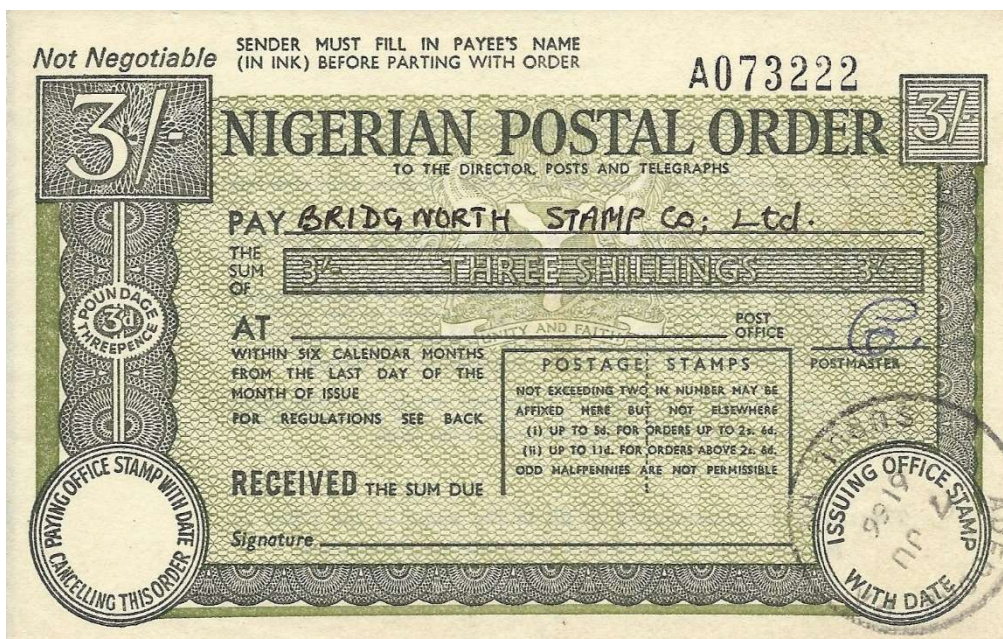


Fig.4: 3/- postal order from the 1st printing issued 7 JU 66 at SURULERE.

I only have 4 examples of this issue, 6^D, 1/-, 3/- and 5/-, each with serial numbers from the first printing, and issued in 1966-68. The earliest issued seen is the 3/- on 7 JU 66 shown above. Apart from these, Wright (Ref. 2) recorded the 1/6 seen issued. I would be most interested in hearing from any reader having any examples with higher serial numbers than the numbers from the original order, or any other values than the ones mentioned above.

It soon turned out that there was a problem with the postal orders, as it wasn't made clear that the postal orders were only for internal use. In a British Post Office Circular (Ref. 1) there is a paragraph DF 122 reading:

"On 1st January, 1966 Nigeria introduced a local series of Postal Orders for internal use only. If any of these orders are presented in the United Kingdom, payment should be refused and the persons presenting the orders advised to return them to the senders.

Nigeria will, however, continue to pay British Postal Orders and to issue them for external transactions and payment of such orders must NOT be refused."

So a new amended issue was made with the text "VALID WITHIN NIGERIA ONLY" added as the third line from the top. The font of the serial numbers is different, and the parts of the low value orders appearing almost black in the original printing are now dark green. The vertical coloured bar at left is now more solid, whereas it has a more mottled appearance on my few copies of the first issue. The back is the same and there are no immediately visible differences between this and the original printing, so it seems very likely that the same printing plates were used, with "VALID WITHIN NIGERIA ONLY" added.

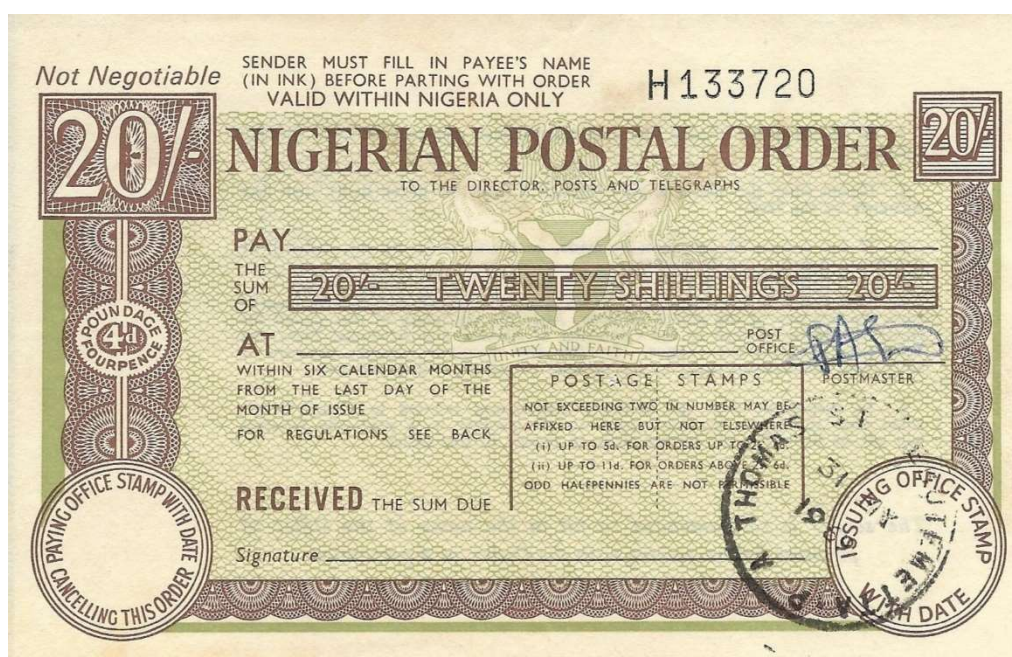


Fig.5: 20/- postal order from the amended printing issued 31 MY 69 at EBUTE METTA.

Whether the printing was done in Nigeria is not known, but it is likely according to the instructions in the Crown Agents' archive, and on paper supplied by the Crown Agents. By 1968, the Nigerian Security Printing & Minting Co. had taken over all stamp production, so it seems likely that other kinds of security printing such as postal orders were also taken over by them.

This issue is much more common (if that's the right word, as none of the postal orders are common), and it lasted from early 1967 (the earliest example seen is a 2/6 issued 8 AP 67) until after decimalisation in 1973 (the latest example seen is a 1/6 issued 16 SE 75). It is not known whether all values were re-printed with the amended text, but the values recorded so far are 6^D, 1/-, 1/6, 2/6, 6/- & 20/-. Apart from the 20/- with prefix H, all examples seen have prefix G (in slightly different fonts). If any readers have any other values or serial number prefixes, I would be most grateful for scans of them. Apart from the few issued examples seen, auction

lots have been seen with ranges of values with the same CANCELLED perforation and serial numbers as on Fig. 3.

I wish to thank Jack Harwood for triggering this article by showing me the Post Office Circular (Ref. 1) which finally put a date on the issue of these postal orders, and for reviewing the many drafts of the article; John Powell and Frank Walton for supplying the scan in Fig. 3; and Paul Skinner and Ray Harris for various suggestions. Images in Fig. 1-3 are shown by courtesy of the British Library Board.

References

1. Page from Post Office Circular dated 12th January 1966 (POC 12.1.66).
2. Michael St. J. Wright, *Postal Orders of Independent Nigeria*, Postal Order News (Journal of the Postal Order Society) No. 75 January 2005.
3. Jeremy Martin & John Powell, *West Africa in the British Library Philatelic Collections*, West Africa Study Circle 2010.
4. Postal Orders, G.P.O. Green Paper No. 38, January 1938.

Sierra Leone 1937 Post Office notice

Jeremy Martin FRPSL

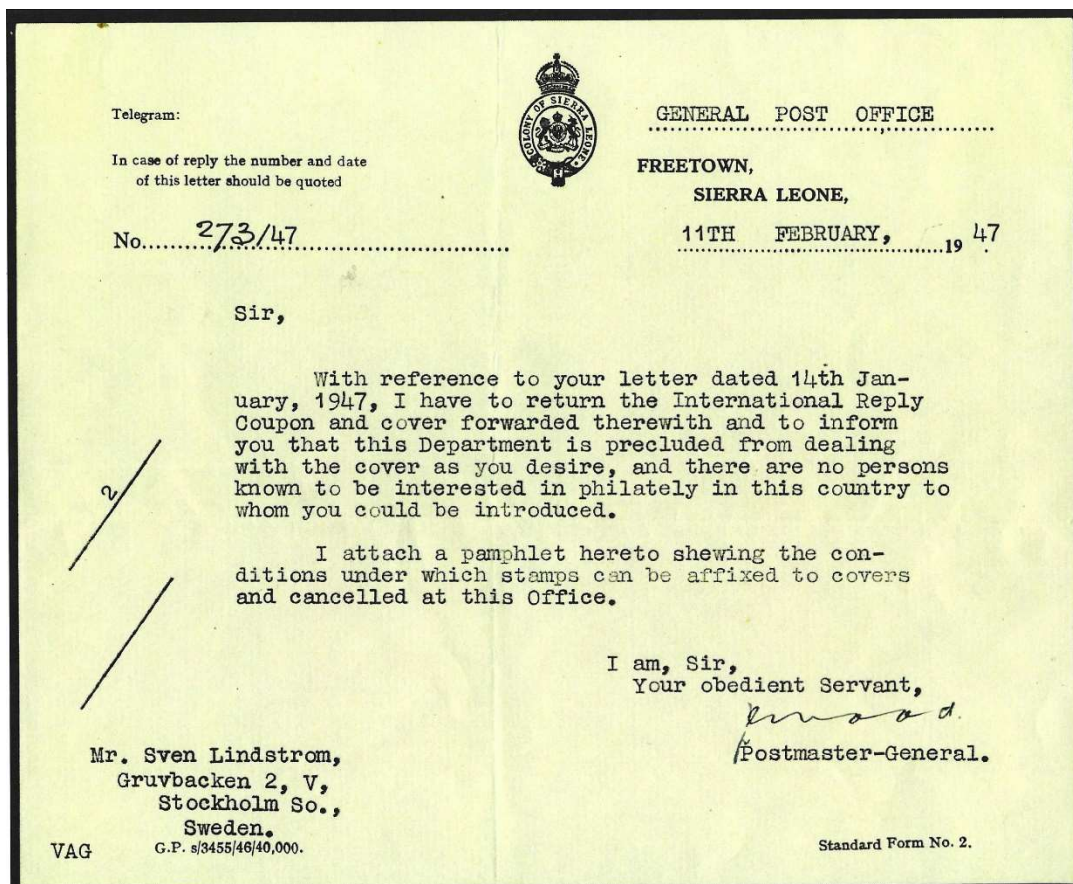


Figure 1

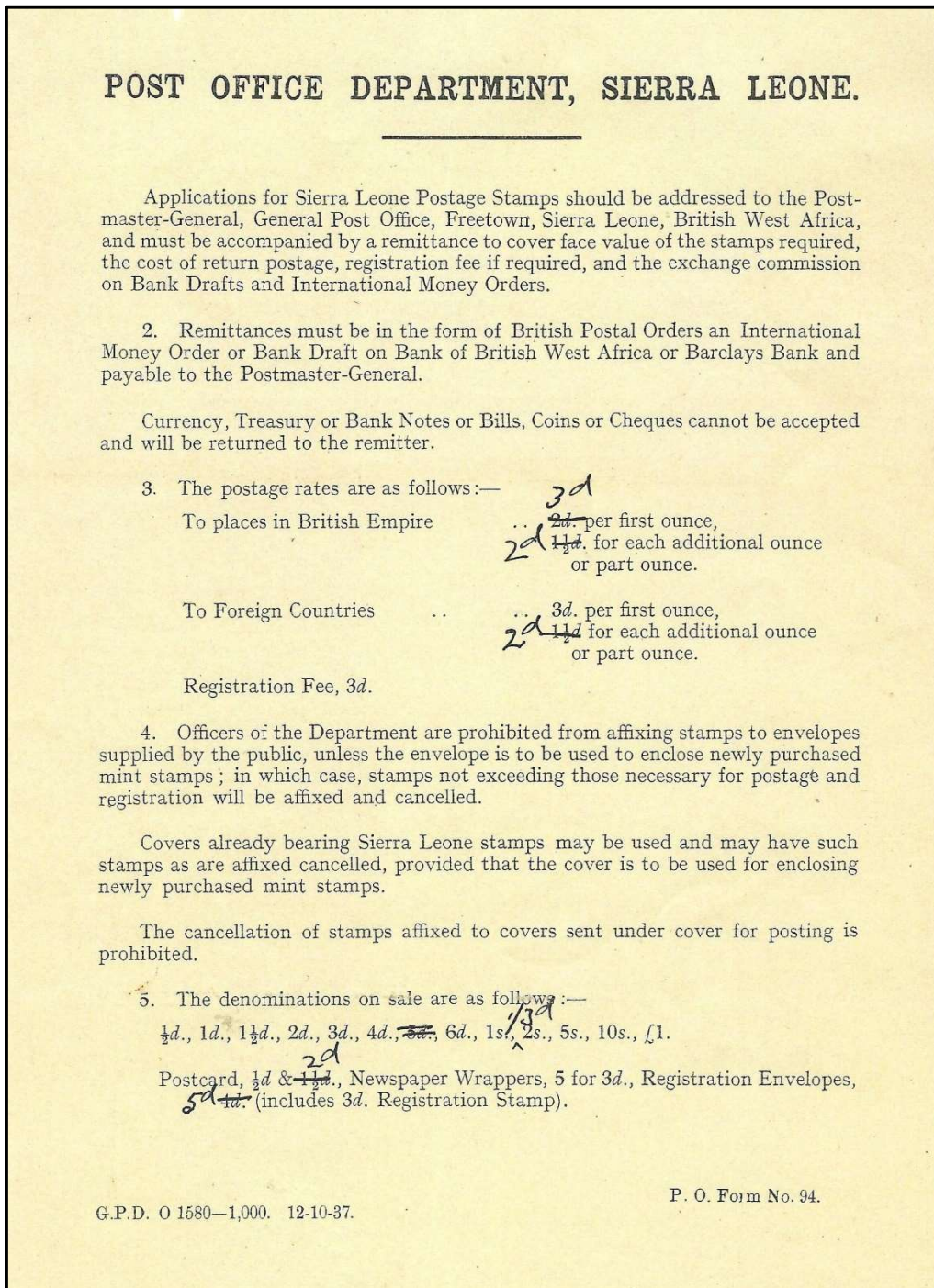


Figure 2 (reduced)

A friend acquired the notice shown here as figure 2 for 50c at a flea market in Tampere, during Finlandia 2017. I expressed an interest in it and he kindly gave it to me. It is dated 12 October 1939 but also shows, added by hand, some of the amendments to the original rates. The Empire letter rate was increased from 1 January 1940 and the Foreign countries rate per extra ounce was increased from 12 August 1940 (Ref 1).

I discussed this with Frank Walton who has a copy of the same notice with further, later amendments. His example was sent to a Swedish collector on 11 February 1947 with an interesting covering letter (figure 1). Frank also has another Post Office notice that advises of rate changes from 1 January 1940. The re-use of the 1937 notice could have been an economy measure due to paper shortages during and after World War 2.

Reference

- Walton F.L., *Sierra Leone King George VI Definitive Stamps*, pp79-81, WASC, Dronfield 2001

Gold Coast censors during World War II

Rob May

GOLD COAST CENSORSHIP STAFF Nominal Roll

Rank	Name	Nature of Employment in peace time	Salary per annum	Duties
Censor	J. O. Reilly	Deputy Postmaster General	unpaid	In Charge
Ass't.Cen.	Capt.A.D.The O'Morchoe	Police Officer, C.I.D.	"	Postal
"	N. Smith	Ass't.Controller of Posts	"	"
"	H. R. Senior	Ass't.Controller of Posts	"	"
"	R. S. Crabbe	Ass't.Dist.Commissioner	"	" (French & German).
"	J. R. Miller	District Commissioner	"	Telegrams
"	J. Duncan	Ass't.Dist. Commissioner	"	Cable Office (Fr. and Ger.)
"	G.S.Cansdale	Govt. Forestry Officer	"	Postal (French, Ger. & native languages)
"	E. A. Martin	Chief Acct.,G.P.O. Accra	"	Cable Office
"	C.D.Brokensha	Ass't.Controller of Posts	"	Cable Office
"	C. G. Folwell	Accountant, G.P.O., Accra	"	Cable Office
"	H. Cooper	Ass't. Col. Secretary.	"	Press
"	Mrs.Richards	Wife of Col.Richards o/c Troops	£45	Cable Office
"	Mrs.Lynch	Wife of Sen.Asst.Col.Sec'y.	£45	Cable Office
"	Mrs.McLagen	Wife of Sen.Collector of Customs	£45	Cable Office
"	Mrs.Jennings	Wife of Acting Auditor	£45	Cable Office
"	Mrs.Ramage	Wife of Under Secretary	£45	Cable Office
"	E.A.Chapman	Ass't.Master, Achimota College	1/6 per hour	Postal (native languages)
Examiners	Mrs.Brokensha	Wife of Asst.Cont.of Posts	£60	Postal
"	Mrs. Dodd	Wife of Govt.Wireless Oper.	£60	"
"	Mrs. Wright	Wife of Govt. Doctor	£60	"
"	Mrs. Gordon	Wife of Govt.Agri.Officer	£60	"
"	Mrs. Harward	Wife of C.of E. Chaplain	£60	"
"	Mrs.Nottingham	Wife of Comm. of Police	1/6 per hour	"
"	Mrs. Jones	Wife of Govt. Elec.Engineer	"	"
"	Mrs.Blackall	Wife of Attorney General	"	" (Greek)
Ass't.Cen.	J.Rothwell	Sen.Asst.Controller of Posts	unpaid	Takoradi Radio.
"	G.M.Gunn	African District Postmaster(Retired)	£150	"
"	A. Mends	African Asst.Cont.of Posts (retired)	£150	"
Ass't.Cen.	W. F. Creppy	African District Postmaster(Retired)	£150	Takoradi Radio.
Examiner	Mrs. Rhodes	Wife of Manager B.B.W.A.	1/6 per hour	Postal
"	Mrs. Butler	Wife of Manager Barclays Bank	1/6 per hour	"
"	Mrs. Manson	Wife of P.W.D. Inspector	1/6 per hour	"
"	Mrs. Eley	Wife of G.C.Railway Official	1/6 per hour	"
"	Mrs. Rowney	Wife of Sen.Asst.Conservator of Forests	1/6 per hour	"
"	Mrs. Fowler	Wife of Government Doctor	1/6 per hour	"
"	K. G. Glueck	Office Ass't. Secretariat	unpaid	" (Italian)
Typist & Sec'y.	Mrs. Foster	Wife of Government Doctor	£96	Typist & Sec'y.

Whilst helping to sort Michael Wright's philately I came across a photocopied extract from a file at the National Archives (ref 1) which I sent to Ray Harris, asking whether this information was known to the authors of the third edition of *West African Censorship* (ref 2), as I felt that such a list of named censors would be of great interest to any philatelists wishing to allocate names to the numbered Civil Censorship cachets. Ray had not seen this before, so I am now publishing the list here. The great surprise to me is that, in many cases, the wives of senior Colonial Servants were paid a salary or hourly rates to censor mails and cables. It may also explain why letters written in certain languages are usually struck with the same censor number.

Ray says this table should be included in the fourth edition of *West African censorship* if and whenever that may be written and published.

References

1. National Archives file DEFC 1/262 9389
2. Martin J.J., Walton F.L & Harris R., *West African Censorship*, WASC, Princes Risborough 3rd Edition 2015

De La Rue sample booklet

Jeremy Martin FRPSL



Figure 1: a page from De La Rue sample booklet (reduced to 50%) showing Tristan da Cunha and Gambia stamps

I acquired this booklet at a Salisbury P.S. auction. It measures 218 x 147 mm and has card covers in dark green with *Thomas De La Rue & Co, Limited* in gold on the front. Inside are four interleaved pages containing 21 stuck down stamps (figure 1), colonial and foreign, showcasing the quality of their printing.

Three of the stamps are from our area. There is a ½d Gambia definitive SG171 that was issued on 2 November 1954. From St. Helena there is a 3s Stamp Centenary, SG 166, released on 3 January 1956. Finally, Tristan da Cunha is represented by the ½d definitive SG14, issued on 2 January 1954.

It has no date inside but, without checking all the other stamps, it would seem this sample booklet was created around 1956.

Aspects of Gambian UPU Specimen Multiples

Gary Wayne Loew

Philatelists have been fascinated by specimen stamps since the first one was created in 1840 (Figure 1). Specimens are a subject of truly ongoing interest to readers of *Cameo*. Since *Cameo* first began publication, fully 76 issues have contained over a thousand references to the term “specimen”. Granted, some of those references are from advertisers offering specimen items, but that merely reconfirms the popularity of the subject.

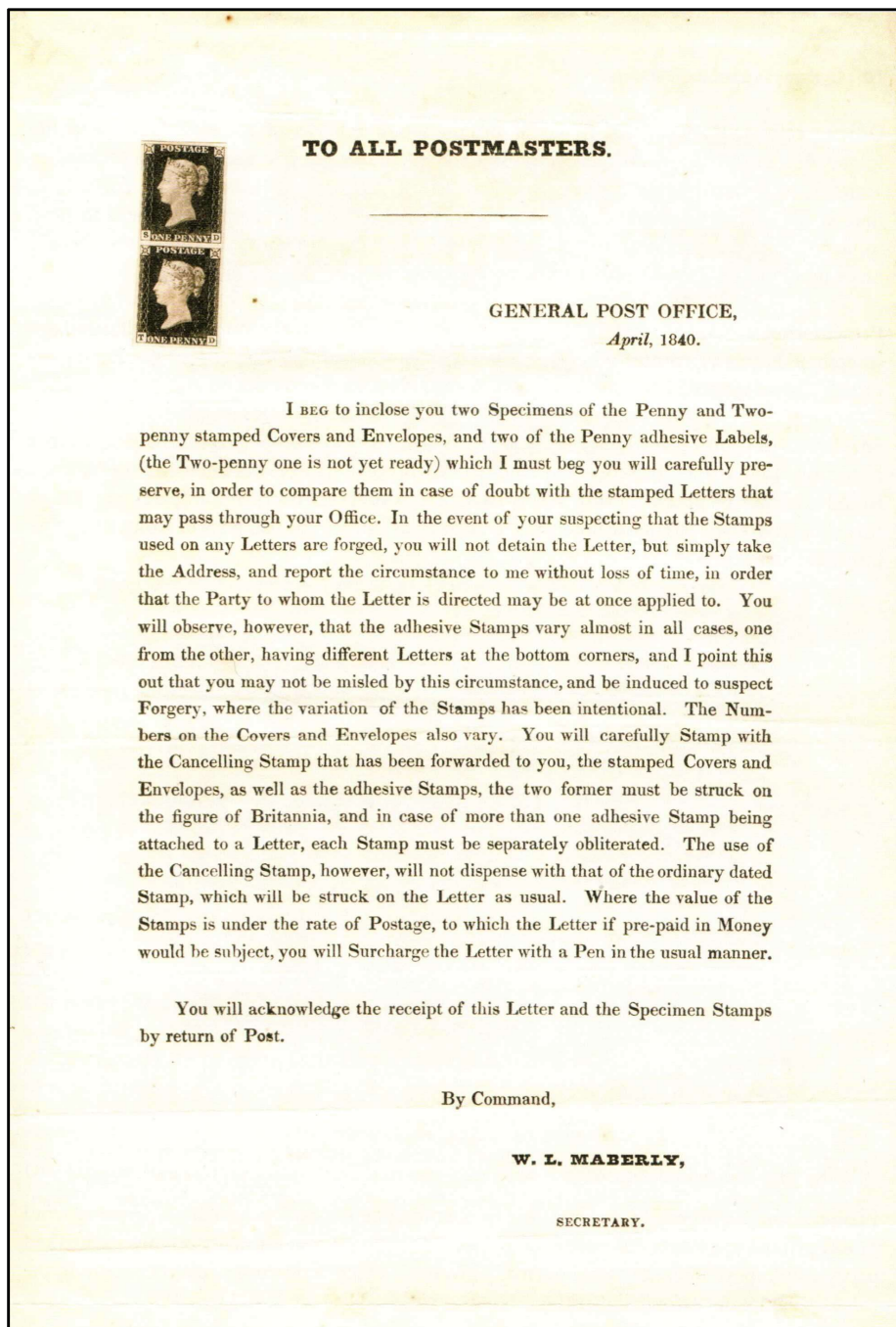


Figure 1

A less common theme is multiples of specimens. But even here, the subject appears in *Cameo*. In the previous *Cameo*, one advertiser is offering a tempting set of specimen multiples, as we shall see momentarily. But first, let's review the term "specimen". James Bendon, in his comprehensive 2015 second edition of "UPU specimen stamps 1878-1961" (ref. 1), cites a dozen different types of specimen stamps in addition to his primary topic of the UPU specimens. In particular, both postal authorities and stamp printers retained specimen copies for their own reference collections (as well as for marketing purposes in the case of printers).

As Bendon points out, UPU circulars identified the quantities of stamps they required for specimen purposes as the number of member nations changed. But, "quantities" are a complex subject. The UPU knew how many stamps were required for specimens based on the number of members, the number of specimens to be shipped to each member, and the number to be retained by the UPU for its own archives. But prior to 1899, the UPU also requested some number (that varied over time) for possible distribution to future members.

Stamps were frequently overprinted or perforated in complete panes, with only the mandated quantities supplied to the UPU. Thus, a UPU-distributed specimen might be indistinguishable from one created or retained for another purpose.

Complete and partial panes were sent to the UPU, which distributed quantities to postal authorities of member nations. Typically, the quantity distributed was either three or five stamps and these were provided in either horizontal or vertical strips. In Table I, I estimated the likely number of specimens created as well as the surplus count not sent to the UPU.

Table 1

Keyplate Stamp Issue	Years of Issue	SG Catalog Numbers	Qty Required by UPU	Qty Sent to Members	Panes Likely Produced	Residual Copies
Victoria	1898-1902	37/44	730	5	13	50
Edward VII	1902	45/52, 54	716 [1]	5	12 or 13	4 or 64 [4]
Edward VII	1905	53, 55,56	726	5	13	54
Edward VII	1904-1906	57/68	721 [2]	5	13	59
Edward VII	1909	72/85	409	3	7 or 8	11 or 71 [5]
George V	1912	86/102	400	3	7	20
George V	1921-1922	108/117	400 or 398 [3]	3	7	20

Notes:

- [1] The quantity required increased to 721 on July 9, 1902, after the March dates of issue of these stamps. The most likely quantity sent to the UPU was 716.
- [2] The quantity required increased to 726 on October 8, 1904. Given the August issue of these stamps, the most likely quantity sent to the UPU was 721.
- [3] The issue date of these stamps is uncertain, but Oliver Andrew reported that the Consignment delivery was March 22, 1921 (ref. 2). The quantity required became 400 on February 9th and 398 on April 20th (ref. 3)
- [4] A residuum of 4 would likely not meet the additional needs of UK postal authorities and the printers. My speculation is that 13 panes might have been overprinted, yielding a residuum of 64.
- [5] Similarly, I speculate that a residuum of 11 would not have met other needs and thus an additional pane was overprinted. But in the absence of information to the contrary, either number is equally likely.

Beginning with the keyplate issues of 1898, Gambian stamps were printed in sheets of 120, cut into panes of 60 (six across by ten down). As the table illustrates, anywhere between 20 and 71 residual specimen stamps of the keyplate issues could have been produced. Moreover, I know of no studies that have determined whether, for any particular issue, panes were all from the right side of a sheet, all from the left, or a combination of both panes. Can any reader help?

The topic here is about multiples and how they came about. When quantities of three were being shipped, things worked out very conveniently. A six-by-ten pane would yield two horizontal strips per row and 20 strips per pane. When five stamps were being shipped, that same pane would yield two vertical strips per column and 12 strips per pane.

It got a bit messier when partial panes were sent to the UPU. There is no way to judge how the printer would break up a pane. It is unclear whether the printer would pay attention to the UPU's break-up tasks when dividing a pane. For example, for the Queen Victoria keyplate, 12 full sheets plus 10 stamps were required to meet the 730-stamp requirement. Would a vertical strip of 10 have been torn off or some rectangular or irregular block of another shape?

The most commonly seen multiples are pairs. With the Gambian keyplates, horizontal pairs seem to be more common than vertical, but that is simply my anecdotal observation. I know of no survey or inventory on this topic. Figure 2 illustrates specimen pairs from the 1921 King George keyplates (SG 108/116). These are horizontal pairs, which is consistent with my assertion that this would result when quantities of three were to be shipped. I am unaware of any series where pairs are known in both vertical and horizontal state, but this is of course possible.



Figure 2

I rather enjoy these particular pairs for several reasons. Four hundred stamps shipped to the UPU would produce 80 strips of five from which a theoretical 160 possible pairs could have been created. The most likely number must be far less than that. But the set illustrated here has some unique features: The six values to 5d are all right marginal, with the 1/2d and 1 both showing the 'club foot to M' variety on the left stamp. And the 1 1/2d to 5d each show the 'Broken M' variety (position 41) on the left stamp. Given the number of panes likely overprinted, there are only 7 possible of each 'Broken M'. As pairs, perhaps this is the only extant set. All of

which renders the collecting of specimen multiples all the more interesting, challenging (and, of course, expensive). These are ex-Weldhen.



Figure 3



Figure 4

Collecting full strips of three or five is more of a challenge. Long-time *Cameo* advertiser Mark Harvey offered just such a set in the previous issue (#106). Illustrated in Figure 3, Harvey described them as “GAMBIA. 1898 ‘SPECIMEN’ set in UPU strips of 5, the 4d with malformed ‘S’. Unmounted mint. SG 37s/44s, 42as”. Table I provides evidence that vertical strips would have been distributed and these stamps lend credence to that idea. Harvey confirms that these perhaps-unique strips are also from the Weldhen Gambia auction (Bonhams London October 11, 2002, Lot 1381).

The topic of multiples becomes a bit more complex when one considers the three irregular blocks of five seen in Figure 4. I shared a scan of these stamps with James Bendon. Because of its unique nature, he included it in the Gambia section of his second edition. Twelve complete panes of 60 were shipped to the UPU and these 720 stamps were most certainly split up into 144 vertical strips of 5. But the UPU required 726 stamps for distribution to its then 145 members. Postal authorities shipped a block of six to the UPU, from which it removed the lower right stamp to keep in its own archive. The remaining irregular block of 5 was reported by Stanley Gibbons as having been sent to an (unidentified) French colony. Ultimately, it wended its way into my collection. Other regular blocks – rather than strips – of specimen stamps are known. But Bendon illustrates only one other example of such irregular blocks (ref 4.) although he speculates that others might well exist.

In the case of Gambian specimens (and those of British Colonies generally), what is unclear is what ultimately happened to the excess of those specimens produced versus those shipped to the UPU. Those stamps could have been destroyed by either the printers or the Crown Agents. The De La Rue records are to be found at The Postal Museum in London and the Crown Agents records are at The British Library. Perhaps an examination of those archives will yield the answer.



Figure 5

One additional area of research remains to be done. Figure 5 shows an enlargement of the 2/6 and 3 shilling stamps. Notice the holes punched through these three stamps. Examination under strong magnification establishes that these are punches and not wormholes. The question is, what purpose was served by these punches? Throughout British Empire issues, proofs are commonly seen with larger diameter punches used for security purposes. But these stamps were most likely punched by the recipient postal authority. Was this also a security attempt? If so, why only on three of the 15 stamps in these blocks? What other purpose might they have served? I shall report back with any findings. Your suggestions are solicited.

Acknowledgments

My sincere thanks to James Bendon and Mark Harvey for their assistance with this article. I am forever grateful, as always, to my late mentors: Dr. Doris Benardete, John W. Bristow, James Fenner and David L. Straight.

References:

1. Bendon, James, *UPU specimen stamps 1878-1961*. (London: Oxford Book Projects, 2015). Chapter 2.
2. Andrew, J. O., *The Stamps and Postal History of The Gambia*. (London: Christie's-Robson Lowe, 1985). Pg. 55.
3. Bendon, Pg. 488.
4. Bendon, Pg. 15.

British West Africa and the French Airmail Services

Part I: the Toulouse-Dakar service

Barbara Priddy

The first two parts of this series were published in Cameo, October 2018, vol. 19, no 3 and January 2019 vol. 20 no 1, whole numbers 105 and 106. This third part completes the Toulouse – Dakar service to 1939.

Stage 3: 1937-1939

With the inauguration of the Aéromaritime coastal service (see Part III), mail to and from Gold Coast was finally officially accepted on the Dakar-Toulouse service; but not to and from Nigeria. Mail from Gold Coast arrived directly by Aéromaritime; the weekly flights were timed to connect with the Air France flight, but this waited for the arrival of the flight from South America if necessary.

Aéromaritime did not call at Freetown, so mail to and from Sierra Leone continued to be forwarded by steamer.



Fig. 14: front and reverse of cover cancelled at Freetown 1 April 1938, endorsed 'via Dakar Toulouse' and 'Air Mail per "Duchess of Atholl"', back-stamped in transit at Paris Aviation probably 6 April and on arrival at Liverpool 7 April 1938.

The 'Duchess of Atholl', a Canadian Pacific Line steamer, was built in 1928, and between then and being converted into a troopship in 1939 made 109 round trips to Canada, 3 trips to Bermuda, and 44 cruises to South America and South Africa. (Theshipslist.com). She was on her way back from South Africa in early April 1938, calling at Freetown and Dakar. I have another cover cancelled at Freetown 1 April and back-stamped in transit at Paris Aviation 6 April, which unfortunately is missing its 1/- stamp and is not back-stamped on arrival in UK, and another from a passenger on the 'Duchess of Atholl' cancelled at Dakar 4 April, also back-stamped in transit at Paris Aviation 6 April.

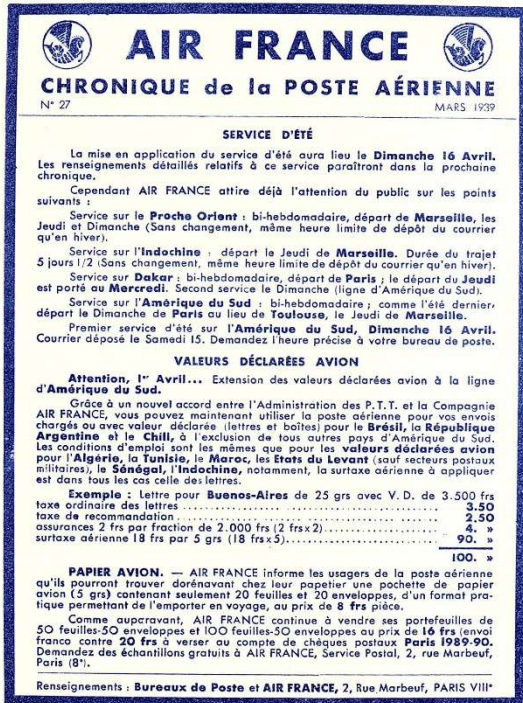
Elders Colonial Airways

Towards the end of June 1938, ECA inaugurated a weekly seaplane service between Freetown and Bathurst to connect with the Deutsche Luft Hansa service. The first homeward bound mail left Freetown 25 June (a

day late, but that's another story). The first outward bound mail is backstamped at Freetown 27 June. Sierra Leone then ceased to use the Toulouse-Dakar service, until the ECA service was suspended in July 1939.

Schedules

For the benefit of aerophilatelists and others interested in the air services, Air France sent out postcards detailing changes in schedules, new services, rates and so on.



AIR FRANCE
CHRONIQUE de la POSTE AÉRIENNE
N° 27 MARS 1938

SERVICE D'ÉTÉ

La mise en application du service d'été aura lieu le **Dimanche 16 Avril**. Les renseignements détaillés relatifs à ce service paraîtront dans la prochaine chronique.

Cependant AIR FRANCE attire déjà l'attention du public sur les points suivants :

Service sur le **Proche Orient** : bi-hebdomadaire, départ de **Marseille**, les **Judi et Dimanche** (Sans changement, même heure limite de dépôt du courrier qu'en hiver).

Service sur l'**Indochine** : départ le **Judi de Marseille**. Durée du trajet **5 jours 1/2** (Sans changement, même heure limite de dépôt du courrier qu'en hiver).

Service sur **Dakar** : bi-hebdomadaire, départ de **Paris** ; le départ du **Judi est porté au Mercredi**. Second service le **Dimanche** (ligne d'Amérique du Sud).

Service sur l'**Amérique du Sud** : bi-hebdomadaire ; comme l'été dernier, départ le **Dimanche de Paris** au lieu de **Toulouse**, le **Judi de Marseille**.

Premier service d'été sur l'**Amérique du Sud**, **Dimanche 16 Avril**. Courrier déposé le **Samedi 15**. Demandez l'heure précise à votre bureau de poste.

VALEURS DÉCLARÉES AVION

Attention, 1^{er} Avril... Extension des valeurs déclarées avion à la ligne d'Amérique du Sud.

Grâce à un nouvel accord entre l'Administration des P.T.T. et la Compagnie AIR FRANCE, vous pouvez maintenant utiliser la poste aérienne pour vos envois chargés ou avec valeur déclarée (lettres et boîtes) pour le **Brazil**, la **République Argentine** et le **Chili**, à l'exclusion de tous autres pays d'Amérique du Sud. Les conditions d'emploi sont les mêmes que pour les **valeurs déclarées avion** pour l'**Algérie**, la **Tunisie**, le **Maroc**, les **Etats du Levant** (sauf secteurs postaux militaires), le **Sénégal**, l'**Indochine**, notamment, la surtaxe aérienne à appliquer est dans tous les cas celle des lettres.

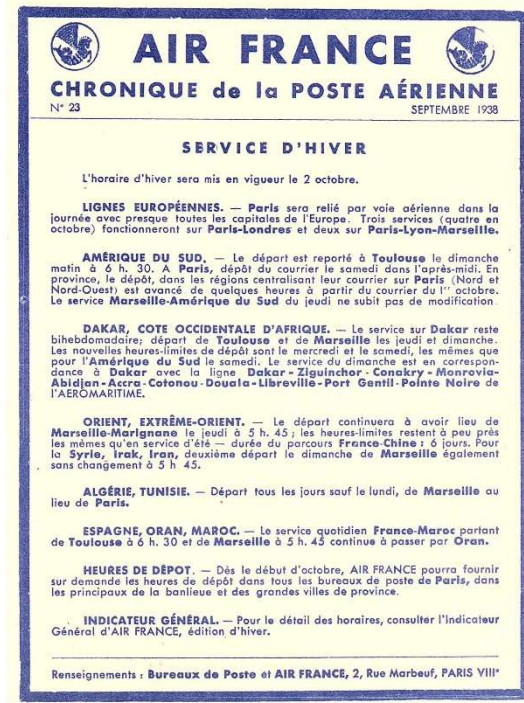
Exemple : Lettre pour **Buenos-Aires** de 25 grs avec V. D. de 3.500 frs
 taxe ordinaire des lettres 3,50
 taxe de recommandation 2,50
 assurances 2 frs par fraction de 2.000 frs (2 frsx2) 4, »
 surtaxe aérienne 18 frs par 5 grs (18 frsx5) 90, »
 100, »

PAPIER AVION. — AIR FRANCE informe les usagers de la poste aérienne qu'ils pourront trouver dorénavant chez leur papetier une pochette de papier avion (5 grs) contenant seulement 20 feuilles et 20 enveloppes, d'un format pratique permettant de l'emporter en voyage, au prix de 8 frs pièce.

Comme auparavant, AIR FRANCE continue à vendre ses portefeuilles de 50 feuilles-50 enveloppes et 100 feuilles-50 enveloppes au prix de 16 frs (envoi franco contre 20 frs à verser au compte de chèques postaux Paris 1939-90). Demandez des échantillons gratuits à AIR FRANCE, Service Postal, 2, rue Marbeuf, Paris (8^e).

Renseignements : **Bureaux de Poste et AIR FRANCE, 2, Rue Marbeuf, PARIS VIII^e**

Figure 15



AIR FRANCE
CHRONIQUE de la POSTE AÉRIENNE
N° 23 SEPTEMBRE 1938

SERVICE D'HIVER

L'horaire d'hiver sera mis en vigueur le 2 octobre.

LIGNES EUROPÉENNES. — Paris sera relié par voie aérienne dans la journée avec presque toutes les capitales de l'Europe. Trois services (quatre en octobre) fonctionneront sur **Paris-Londres** et deux sur **Paris-Lyon-Marseille**.

AMÉRIQUE DU SUD. — Le départ est reporté à **Toulouse** le dimanche matin à 6 h. 30. A **Paris**, dépôt du courrier le samedi dans l'après-midi. En province, le dépôt, dans les régions centralisées leur courrier sur **Paris** (Nord et Nord-Ouest) est avancé de quelques heures à partir du courrier du 1^{er} octobre. Le service **Marseille-Amérique du Sud** du jeudi ne subit pas de modification.

DAKAR, CÔTE OCCIDENTALE D'AFRIQUE. — Le service sur **Dakar** reste bi-hebdomadaire; départ de **Toulouse** et de **Marseille** les **Judi et dimanche**. Les nouvelles heures-limites de dépôt sont le **mercredi** et le **samedi**, les mêmes que pour l'**Amérique du Sud** le samedi. Le service du dimanche est en correspondance à **Dakar** avec la ligne **Dakar-Ziguinchor-Cosnkary-Monrovia-Abidjan-Accra-Cotonou-Douala-Libreville-Port Gentil-Pointe Noire de l'AÉROMARITIME**.

ORIENT, EXTRÊME-ORIENT. — Le départ continuera à avoir lieu de **Marseille-Marghane** le **Judi** à 5 h. 45 ; les heures-limites restent à peu près les mêmes qu'en service d'été — durée du parcours **France-Chine** : 6 jours. Pour la **Syrie**, **Irak**, **Iran**, deuxième départ le **dimanche de Marseille** également sans changement à 5 h. 45.

ALGÉRIE, TUNISIE. — Départ tous les jours sauf le **lundi**, de **Marseille** au lieu de **Paris**.

ESPAGNE, ORAN, MAROC. — Le service quotidien **France-Maroc** partant de **Toulouse** à 6 h. 30 et de **Marseille** à 5 h. 45 continue à passer par **Oran**.

HEURES DE DÉPÔT. — Dès le début d'octobre, AIR FRANCE pourra fournir sur demande les heures de dépôt dans tous les bureaux de poste de France, dans les principaux de la banlieue et des grandes villes de province.

INDICATEUR GÉNÉRAL. — Pour le détail des horaires, consulter l'Indicateur Général d'AIR FRANCE, édition d'hiver.

Renseignements : **Bureaux de Poste et AIR FRANCE, 2, Rue Marbeuf, PARIS VIII^e**

Figure 16

In October 1937, the Paris-Dakar-Natal-Santiago service departed Toulouse 06.30 Sunday. The return service from South America arrived at Dakar in principle Monday evenings, and Dakar-France was flown Tuesday-Wednesday (Ref. 1). This schedule continued unchanged until the outbreak of war. In March-April 1938, in addition to the South American service, a mid-week Dakar service was introduced. The first flight left France Wednesday 30 March and flew Casablanca-Dakar Thursday 31 March; the first return flight flew Dakar-Casablanca Saturday 2 April and arrived in France Sunday 3 April. *I have never seen first flight acceptances to or from British West Africa: if anybody has any, please send me scans.* From 2 October 1938, the winter schedule was in place, and the Dakar service left Toulouse 05.45 Thursday, arriving Dakar Friday, and returning Dakar-France Sunday-Monday. From 16 April 1939 the service returned to the summer schedule, departing France Wednesday and arriving Dakar Thursday, and returning Dakar-France Saturday-Sunday.

Rates

From Sierra Leone, the 1/2 rate for a letter under 1/2 oz to UK, and from UK, the 9d rate for a letter under 1/2 oz to Sierra Leone continued in force. For Gold Coast, see Part III (expected in the next issue of Cameo).

Aircraft

The Dewoitine-338s continued in service on the route.

Although there were many crashes and forced landings on the Dakar-Toulouse route, the only crash from which BWA mail is known (*unless readers know otherwise*) is that of 23 March 1938, at Cinq Croix in the Pyrenees. The Dewoitine-338 F-AQBB 'Ville de Toulouse' left Dakar Tuesday 22 March carrying the mail from South America and West Africa, a crew of three and five passengers. In the evening of Wednesday, 23 March it was attempting to cross the Eastern Pyrenees when it encountered a snowstorm. Just before 8 pm, at a height of nearly 8000 ft, it struck a peak about 30 ft below the summit, turned over, rolled into the Ravin de la Prison and caught fire. When a search party from Corsavy reached the wreck after a three-hour trek, they found no survivors. A postal taskforce retrieved 4 mail-bags intact and 7 that had split open: some mail was wet with snow and some was charred by the fire. The salvaged mail was dealt with at Toulouse, Marseille and Paris.

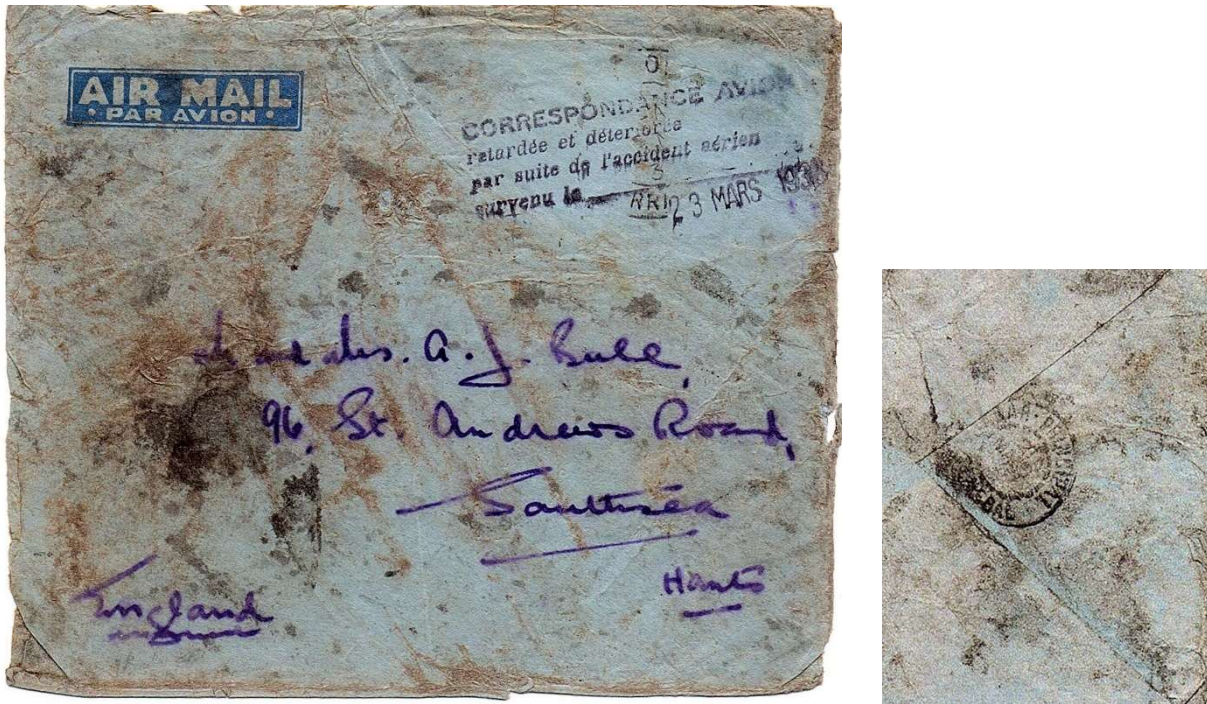


Figure 17: Front and part of the reverse of cover from Freetown to Southsea, backstamped in transit at Dakar 21 March 1938, with explanatory cachet applied at Toulouse. This cover lost its stamp and airmail etiquette through being soaked in snow. It is the only one known from Sierra Leone (unless you know otherwise).

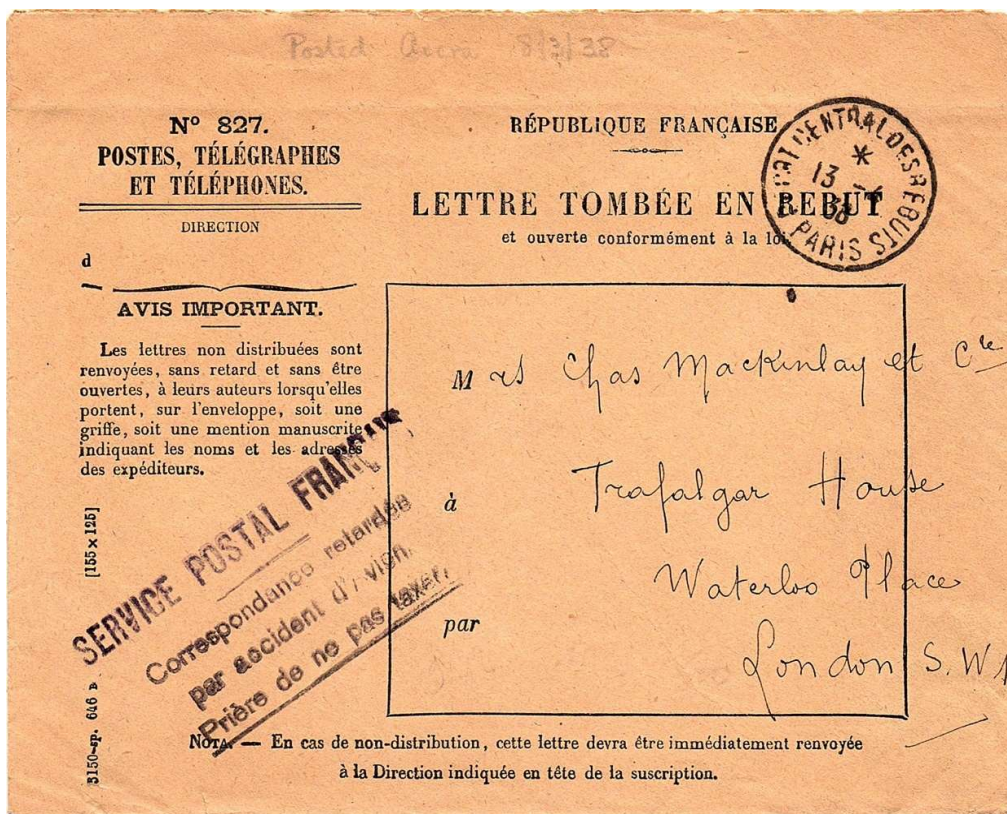


Figure 18a: Ambulance cover with explanatory cachet of Paris cancelled 13 April 1938 enclosing the following cover from Gold Coast to London, endorsed 'Aeromaritime', no backstamps, also snow-soaked.

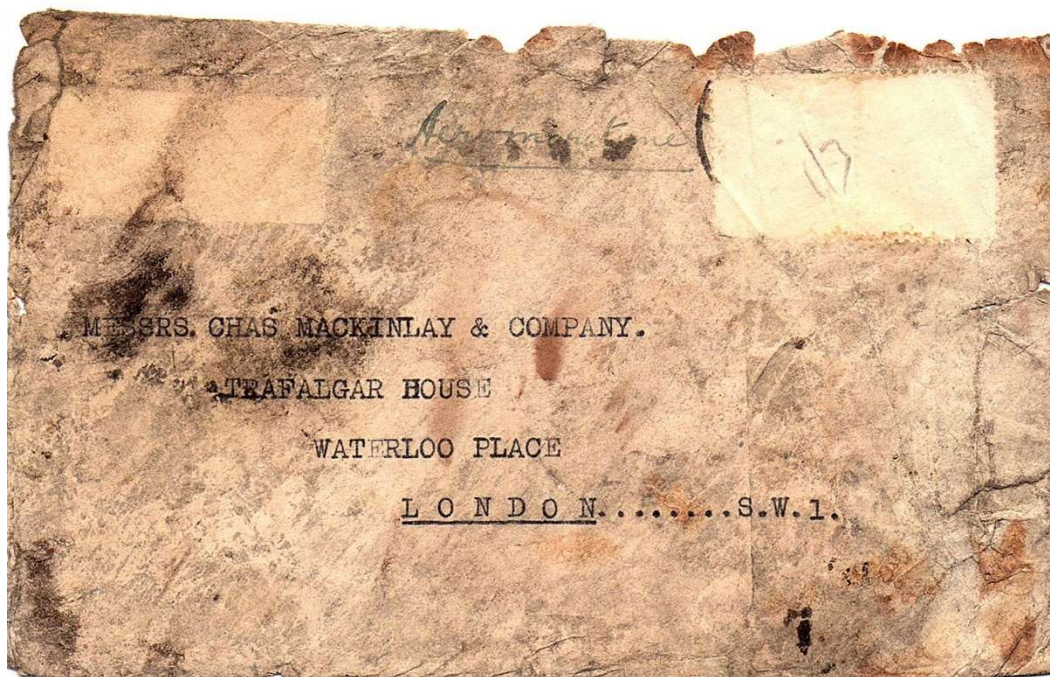
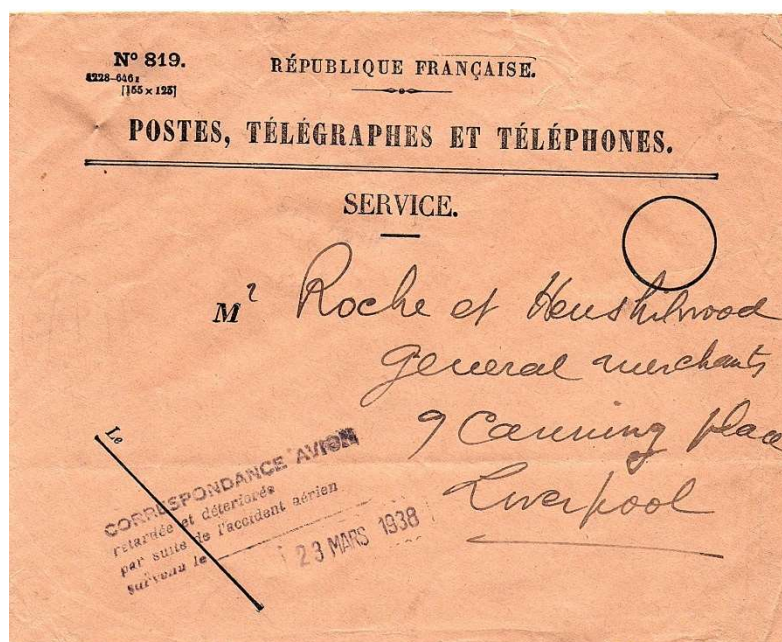


Figure 18b



Figure 19: Front and reverse of cover cancelled at Dunkwa 17 March 1938, to Liverpool, partially consumed by fire.

Figure 20: Ambulance cover for fig 19, with explanatory cachet of Toulouse (reduced).



Footnote

I have been unable to find the precise location of the crash of 23 March 1938. Newspaper reports of the time mention the Mines de Las Indis, which appear on the Cartes IGM, and a letter in my possession from Air France to Mr Browning of Liverpool explaining the state of his letter from Buenos Aires says the crash took place in 'le massif du Canigou sur le pic dit Cinq Croix'. But neither Cinq Croix, which I am told means 'Five Passes or Crossings', rather than 'Crosses', and is more likely to be an area than a mountain, nor the Ravin de la Prison, are to be found on a map, or indeed on the internet. Ian Nutley, in a letter to me of 12 March 2002, says that he thinks the Pic de Galinasse is the best fit, *but all suggestions would be welcome*.

Reference

1. Pierre LaBrousse, *Repertoire des Traversées Aériennes de l'Atlantique Sud par l'Aéropostale et Air-France 1930-1940*.

Sierra Leone 1938 insufficiently prepaid

Jeremy Martin FRPSL



Figure 1: cover from Freetown sent SP 16 / 38 to Austria with 2d paid.

This cover (figure 1) puzzled me in trying to calculate the under-payment. With help from Frank Walton and Bob Medland of the Postage Due Mail Study Group the problem has been solved.

First, the creases on the envelope indicate that it was probably over-weight. The 2d franking pays the first ounce Empire surface letter rate. Since it weighed over 1 ounce an additional 1½d was due for each extra ounce (ref. 1). 1½d underpaid equal 15 gold centimes, so the figure 30 marked in crayon shows twice the deficiency. The black 30c tax mark was applied in Sierra Leone, type 725.30 (ref. 2).

However, the cover was addressed to Austria so the Foreign rate of 3d plus 1½d for the extra ounce should have been paid. Thus, the letter was actually underpaid by 2½d = 25 gold centimes, so a 50c tax cachet has been recorded (ref. 2).

It is interesting to note that the previous group of postage due markings (ref. 3) included a 5d value, equivalent to 50c, so a 50c cachet should exist somewhere.

References

1. Walton F.L., *Sierra Leone King George VI Definitive Stamps*, p80, WASC, Dronfield 2001
2. Walton F.L., Quirk, P., Hamilton, M. and Horry, D., *The Postmarks of Sierra Leone 1854-1961*, p123, 2nd edition, WASC, Princes Risborough 2015
3. idem, p120

The Postmarks of Freetown – Part 1: Queen Victoria

Philip Quirk

Of all the tasks performed during preparation of the second edition of *The Postmarks of Sierra Leone 1854-1961* (Ref. 1), the most daunting was undoubtedly the revision of the Freetown section. Compared to other offices, Freetown had by far the largest number of devices, and the differences between strikes are often subtle. Although I made detailed notes on many of the cancels during the work, it was not possible to include this information in the final publication. Furthermore, continuing studies of additional material have enabled me to elucidate some previously unrecorded devices. I also present a number of date extensions, kindly supplied by WASC colleagues including Simon Binsted, Majed Halawi, Jeremy Martin, Robert Nelson, Tony Pellet and Peter Richards. I hope that use of these notes will make it easier for collectors to identify their own strikes of the postmarks.

The listings show: Walton number; inscription; Topaz type as used in Walton 2nd Edition; date proofed/sent; code (if any); earliest and latest recorded dates (ERD/LRD). Where my tabulated dates fall inside 2nd Ed. ranges, this does not necessarily mean that the latter are incorrect, but merely that I have not been able to examine the strikes to confirm their identities. In some cases, a Walton number may cover more than one device. Most images are enlarged to show the details discussed in the notes; Impression Book marks were scanned from the original, full-size 1981 WASC Bulletin pages (Ref. 2). Diameters are measured between the middle of the rim lines at opposite points, then rounded to the nearest ½mm. Where possible, similar cancels were scanned together to facilitate comparison.

B31 Obliterators Figures 1(a)-(d)

035.11	B31	Ob1	1 proofed 1859 1 sent 21 Mar 1860	}	21 Nov 1860	24 Oct 1894
035.12	B31	Ob2	not in Impression Book		06 Mar 1875	1897 (on SG49)
035.13	B31	Ob3	not in Impression Book		01 Sep 1895	20 Mar 1896
035.15	B.31	VOB4	4 sent 01 Jun 1893		not seen on cover	

- 035.11 horizontal oval, thin horizontal lines, upper loop of B is smaller than the lower
 035.12 horizontal oval, thicker lines, loops of B approximately equal, 8.5mm gap between bars
 035.13 horizontal oval, thicker lines, rounder appearance, B31 less tall, 7.5mm gap between bars
 035.15 vertical oval, flat-topped 3, full-stop between B and 31

There were probably several members of each obliterator family in use simultaneously. The Impression Books (Ref. 2) show two strikes of type 035.11. One appears wider than the other, but this may be an artefact of photocopying where the page of the Impression Book was not completely flat. The thin serifs on the B and 1 often appear only partially, but this is not a reliable means to distinguish between different devices. Walton 1st Edition included two further marks: 035.14/16, both originally described by Beale (Ref. 3). Unlike 035.11 (Beale type 8), 035.14 (Beale type 11) had both loops of the B equal. 035.16 was allocated to a vertical oval with round-topped 3, “known from one part strike”. However, during preparation of the 2nd Edition all putative examples of 035.14 were found to be identical to 035.11, so it and the incomplete 035.16, for which no other example had surfaced, were omitted from the listings. Proud (Ref. 4) gave just the three types of horizontal oval (K1/3/4) but distinguished two vertical ovals (K6/7), apparently with slightly differing separation of the 1 from the right-hand arcs. These marks were usually struck in black, but also appear in red, brown, pink and green.



Figure 1(a): 035.11



Figure 1(b): 035.12



Figure 1(c): 035.13



Figure 1(d): 035.15

Sierra Leone, twin arcs at base

Figures 2(a)-(c)

035.01 SIERRA-LEONE	ArC1	proofed 21 Mar 1854	14 May 1854	10 Apr 1858
035.02 SIERRA-LEONE	ArC2	sent 05 Jun 1856	18 Jan 1858	08 Aug 1874
035.02B SIERRA-LEONE		not in Impression Book	27 Jun 1874	?? Mar 1881

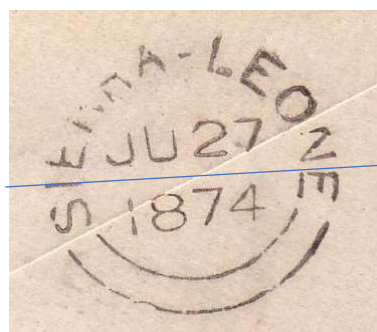
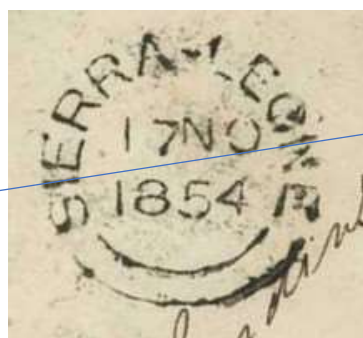


Figure 2:(a) 035.01 (Grosvenor Auctions); (b) 035.02 (Halawi); (c) 035.02B (Quirk)

Evidence suggests that there were (at least) three of these twin-arc devices. In 035.01, the bases of the year numerals lie above the lower edges of the initial S and final E. These numbers must have been inserted individually, as a strike for JY 13 1854 has the 4 sideways. In the other two devices, which were combined as 035.02 in Walton 2nd Edition, the bases lie below the S and E. However, three types can be distinguished by the trajectories of lines drawn through the I, which point to the left side of the N (035.01), the right side of the final E (035.02), or the left side of the final E (035.02B). I have retained 035.02 for the device proofed and sent in 1856. The existence of two implements may explain Beale’s comment (Ref. 3, p.54) that “type 2” is “known with 17mm and with 19mm between the first and last letters”, these corresponding to 035.02B and

035.02, respectively. All were normally struck in black as arrival or transit marks, rather than cancelling stamps. Since publication of Walton 2nd Edition, Halawi has reported new ERD's for 035.01 and 035.02, along with a latest date of March 1881 for 035.02B.

Paid At Sierra Leone, twin arcs at base Figures 3(a)-(c)

035.03 PAID•AT•SIERRA-LEONE	PArC1	proofed 21 Mar 1854	07 Nov 1854	23 Jun 1855
			23 Mar 1870	15 Mar 1875
035.04 PAID-AT-SIERRA-LEONE	PArC2	sent 05 Jun 1856	13 Aug 1856	26 Jul 1867
035.05 PAID-AT-SIERRA•LEONE	PArC3	not in Impression Book	26 Mar 1875	26 Jul 1884



Figure 3(a): 035.03 (Sacher) (b): 035.04 (Sacher) (c): 035.05 (Sacher)

Devices 035.03 and 035.01 were proofed and sent together, likewise 035.04 and 035.02. The 1855 despatch year for 035.04 given in Walton 1st Edition and Beale is incorrect, due to a misreading of the poorly struck 1856 in the Impression Book strike. Scans kindly provided by John Sacher showed that 035.03, although initially superseded by 035.04, returned to use in the 1870's before being replaced by 035.05. 035.03 has short arcs at the base, a large, round O in Leone, and elongated top and bottom arms to the final E; 035.04 has longer arcs, a more oval O and shorter arms to the final E. In 035.05 the letters ONE are much closer together than in 035.03/04. Impressions were usually struck in red and these devices were not normally used to cancel stamps.

Sierra Leone, single circles Figures 4(a)-(c)

035.06 SIERRA•LEONE Th1	1 proofed A/20 Mar 1861 } B	21 May 1861	21 Oct 1863
	1 proofed C/21 Mar 1861 }		
035.07 SIERRA-LEONE Th2	not in Impression Book	C	29 May 1884
		A	01 Sep 1888
			16 Oct 1888



Figure 4(a): 035.06 (Imp. Bk.) (b): 035.07 (Walton) (c): 035.07 (Quirk)

The Impression Books contain two proof strikes, A/MR20/61 and C/MR21/61, which appear identical apart from the different code letters. The lettering in both extends from 9 o'clock to 3 o'clock, and a line through the I crosses the final E of Leone. The three strikes of 035.06 known to me (21 May 1861, 21 Aug 1861, 21

Oct 1863) all have code B and could have come from either device (if there were two). In 035.07 the lettering extends from 9 o'clock to 4 o'clock, and a line through I touches the right side of the N of Leone. The latest recorded uses of 035.07 were philatelic, cancelling unofficially bisected stamps. Unlike Walton 1st Edition, Proud distinguished 035.07 from 035.06 (D3/5). A new ERD for 035.07, 29 May 1884, was recently provided by Simon Binsted. The recorded strikes of 035.06/08 bear a preponderance of "21" dates – coincidence or sailings?

Sierra Leone / Paid, single circles Figures 5(a)-(c)

035.08	SIERRA•LEONE / PAID	s.SCP1	proofed C/21 Mar 1861	C	21 Jun 1861	21 Feb 1863
				A	21 Jul 1861	
035.09	SIERRA•LEONE / PAID	s.SCP2	not in Impression Book	C	18 Oct 1881	21 Feb 1887
035.10	SIERRA•LEONE / PAID	s.SCP3	not in Impression Book	C	15 Dec 1882	1891 (no date, on SG 31)

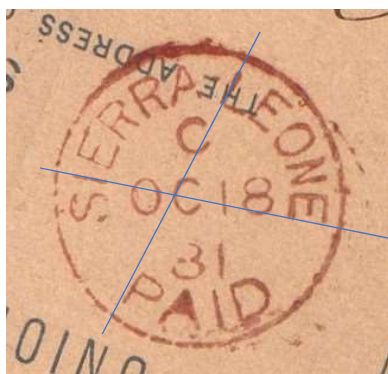


Figure 5(a): 035.08 (Halawi)

(b): 035.09 (Hossack)

(c): 035.10 (Walton)

The 22mm-diameter 035.08 (renumbered from 035.07 in Walton 1st edition) has a wide N; a line along the downstroke of the L touches the right side of the P of Paid; a line through the I of Sierra passes through the tail of the second E. The month slug is very close to SIE.

035.09/10 were listed together as 035.08 in Walton 1st Edition; Proud also did not distinguish between them. Both are 21mm in diameter. 035.09 has a narrow N; a line along the downstroke of the L passes close to the upright of the P of Paid; a line through the I of Sierra passes through the tail of the second E; the distance from the top left corner of the D to the bottom corner of the last E of Leone is 8mm. 035.10 has a medium N; a line along the downstroke of the L passes close to the upright of the P of Paid; a line through the I of Sierra passes close to the upright of the second E; the distance from the top left corner of the D to the bottom corner of the last E of Leone is 7.3mm.

A despatch date of 10 Sep 1883 given in Walton 1st Edition and originally in Beale appears incorrect for either of 035.09/10. Besides their use in conjunction with B31 obliterations, both devices may be found cancelling stamps in the mid-1880s, 035.10 sometimes in black (22 Oct 1883 – 23 Jul 1886) as well as red.

Freetown / Sierra Leone, 23-24mm single circles Figures 6(a)-(c)

035.21	FREETOWN / SIERRA.LEONE	s.SC1		C	12 Apr 1887	21 Dec 1887
	wide ETO, narrow F-S, rounded O in Town,			A	18 Feb 1888	07 Nov 1888
	Proud D8/10/11			B	08 May 1889	16 Dec 1893
				C	28 Mar 1892	12 Dec 1895
				B	03 Jan 1896	11 Dec 1896
035.22	FREETOWN / SIERRA.LEONE	s.SC2		C	05 Nov 1887	
	narrow ETO, wide F-S, oval O in Town,			A	11 Jun 1888	22 Jun 1888
	Proud D7/9			B	13 May 1889	24 Sep 1894
				C	06 May 1892	16 Nov 1894
				B	23 Oct 1895	31 Aug 1896



Figure 6(a): 035.21



(b): 035.21 (dot missing)



(c): 035.22

The first group of datestamps inscribed Freetown appeared in 1887. Unfortunately, none of them appears in the surviving Impression Books. Walton 1st Edition included two, the 2nd Edition has four, while Proud distinguished five examples (D7/8/9/10/11). Proud’s D10 and D11 lack the dot between Sierra and Leone but are otherwise very similar to D8. These devices were used alongside the B31 obliterations and strikes on stamps are less common before 1894.

It is fairly straightforward to distinguish between two types, as done in Walton 1st Edition. The first, currently 035.21 (but originally 035.23), is 23mm in diameter, has widely spaced E-T-O in Freetown (7mm from top left corner of E to top of O), an F-S distance (bottom of F to nearest point on S) of 4mm, and an A-L distance (top of A to top of L) of 2.5mm. The O in Freetown is rounded. A line through the vertical stroke of the F passes close to the final E of Leone. The basal dot between Sierra and Leone is often weak or missing in later years. The second type, 035.22, is 24mm in diameter, with closer spacing of E-T-O (6mm), a longer F-S distance (5mm) and a longer A-L distance (3mm). The O in Freetown is more oval in shape. A line through the vertical stroke of the F passes between the O and N of Leone. In Walton 2nd Edition, computer overlaying suggested a splitting of this type into 035.22/23/24, based on slight differences in the position of the year slug and the W-N spacing. However, most strikes from these large devices on loose stamps are neither clear nor complete enough to allow confident analysis and I am not convinced that the subdivision is practically useful. I have therefore recombined 035.22/23/24 under 035.22 in the listing above. A further complication is the use of A/B/C codes above the date; it is not certain what they represent, but it is noteworthy that both types seem to follow similar patterns of letter changes.

Since publication of Walton 2nd Edition, new earliest dates for 035.21 and 035.22 have been recorded (Martin, Quirk). These crisp strikes show no evidence of wear, suggesting that the devices had only recently entered service. The date of introduction of these postmarks is important when considering the 5s on 1s stamp of 1884. Beale (Ref. 3, p.149) states: “A single stamp survives with the top part of a Freetown postmark, thus excluding the date.” The fact that no such postmark has been recorded in use before April 1887 means that even if the cancel is genuine, it most likely dates from well after the period of postal validity of the stamps, which ended on 1 March 1885.



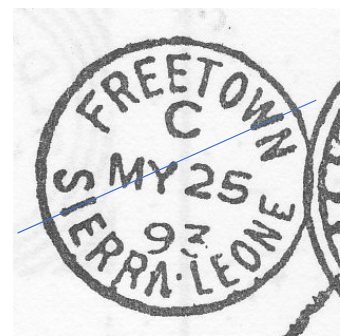
Figure 7(a): 035.20



(b): 035.27



(c) 035.28



(d) 035.25 (Imp. Bk.)

Freetown / Sierra Leone, 21-22.5mm single circles Figures 7(a)-(d)

035.20	FREETOWN / SIERRA.LEONE	ss.SC	sent 01 Jun 1893	A	02 Jan 1894	05 Mar 1901
	21mm diameter			B	12 Feb 1894	09 Nov 1899
				C	03 Sep 1895	25 May 1896
035.27	FREETOWN / SIERRA.LEONE	s.SC7	sent 01 Jun 1893	B	04 Jun 1894	06 Jul 1896
	22.5mm diameter, wide T			C	21 Aug 1896	30 Dec 1896
	12 Dec 1898 – 13 Dec 1898 brown			A	11 Jan 1897	13 Dec 1898
035.28	FREETOWN / SIERRA.LEONE	s.SC8	sent 01 Jun 1893	C	29 Aug 1893	
	22mm diameter, narrow T, wide LEONE			A	23 Aug 1894	02 May 1896
				B	19 Jun 1896	28 Jul 1896
035.25	FREETOWN / SIERRA.LEONE	s.SC5	sent 01 Jun 1893		not seen	
	22.5mm diameter, narrow T and O's, close-set LEONE					

Four postmarks were proofed on 25 May 1893 and despatched on 01 June 1893. Walton 1st Edition listed three types as 035.21/26/27, while Proud included all four (D13/14/15/16). Walton 2nd Edition gives the four types (035.20/25/27/28), but I am uncertain about the classification of 035.25 and its distinction from 035.27/28. For example, the brown, 2nd-Ed. illustrated 12 Dec 1898 strike assigned as 035.25 appears to match a brown, 13 Dec 1898 strike of 035.27 in my own collection.

035.20 is quite easily distinguished from the others by its smaller diameter and shorter letters. Of the 22-22.5mm diameter devices, 035.27 has a wider crossbar of the T in Freetown, but this is not always fully inked, and the F-S distance (bottom of F to nearest point on S) should also be checked. By comparison of their Impression Book strikes, the remaining two devices can be distinguished by their F-S separation, the distance from the top of the L to the top corner of the second E of Leone, and the trajectory of a line drawn through the I. While strikes of the 21mm 035.21 and wide-T 035.27 on stamps are plentiful, the narrow-T devices seem to be less common, perhaps because they were used together with B31 obliterators. I have not yet found an example of 035.25/D16, for which Proud cites only a ten week window of use in 1898/99, but can report a new ERD for 035.28: 29 August 1893.

Walton 2 nd Ed.	Walton 1 st Ed.	Proud	Diameter (mm)	Lettering	F-S (mm)	L-E (mm)	Line through I
035.20	035.21	D14	21	short	3.5	8	right of N
035.27	035.27	D15	22.5	tall, wide T	3.3	8	right vert. of N
035.28	035.26	D13	22	tall, narrow T	4.3	8	left/middle of N
035.25	----	D16	22.5	tall, narrow T	3.8	7	right stroke of W

Freetown / Sierra Leone, 23mm single circles, small letters Figures 8(a)-(e), 9(a)-(c)

035.26A	FREETOWN / SIERRA.LEONE	s.SC6	proofed 2.15pm/31 Jan 1895			
			clock time		21 Sep 1895	
035.26B	FREETOWN / SIERRA.LEONE	s.SC6	proofed 7.15pm/31 Jan 1895			
			clock time		*21 Jan 1896	
* backdated or incorrect year if genuine, as on 5s keyplate, SG52, that was not issued until much later in 1896						
			1 1 or 1		16 Jan 1898	26 Jan 1899
			1 2 or 2		16 Jan 1898	26 Nov 1898
			1 3 or 3		02 Jun 1898	04 Sep 1898
035.29	FREETOWN / SIERRA.LEONE	s.SC9	2 proofed C/14 Apr 1896			
			A		24 Nov 1897	07 Jan 1904
			B		04 Feb 1899	12 Nov 1901
			C		not seen	

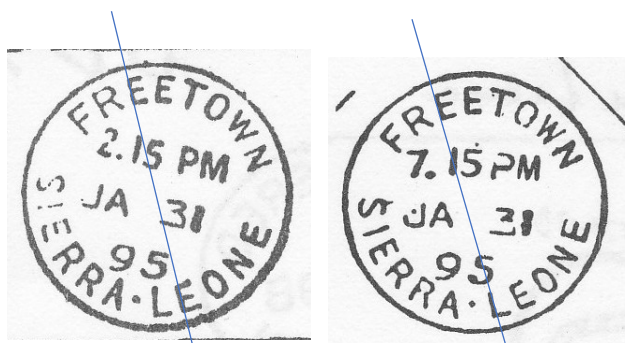


Figure 8(a): 035.26A

(b): 035.26B (Impression Book strikes)



(c): 035.26A



(d): 035.26B



(e): 035.26B

The next group of datestamps was 23mm in diameter with small, wide-spaced lettering. Two proof strikes on 31 January 1895 were set with different clock times (2.15pm and 7.15pm), while a further pair was proofed, each with code C, on 14 April 1896. The first pair must have had much wider slots in the top row to accommodate the time slugs. Walton 1st Edition combined them all as 035.24, listing the letter codes but not the numbers. Proud allocated four types to the clock time devices, but did not comment on the use of the numeric codes or on any differences between the four. At the time of publication of Walton 2nd Edition, the first pair was only known used from 1898-99 with numeric codes 1 2 3 offset to the right and often preceded by a second 1 offset to the left. The off-centre positions of the numbers show that they must have been inserted into the device(s) fitted for clock time. The codes may have been a simpler system for showing times.

The peripheral lettering in all four proof impressions is very similar, but the two clock time devices have different distances from the top left corner of the F to the top right corner of the N (19mm vs. 18mm). In addition, a line projected through the vertical of the first E of Freetown touches either the first E of Leone (2.15pm) or the L (7.15pm). I have been able to verify these features in examples from my collection, and have designated the 2.15pm proof as 035.26A and the 7.15pm as 035.26B.

I know of only two strikes with clock time. The first, from September 1895 (Ref. 5), matches the 2.15pm proof. The second, dated 21 January 1896, appears to match the 7.15pm proof. However, it is struck on the 5s keyplate stamp (SG52) that was not sent until September of that year, so if not an outright fake must have the wrong year slug or be back-dated! All of my number code examples that are clear enough to measure correspond to the 7.15pm proof.

Although Proud allocated D21 and D22 to the two devices proofed on 14 Apr 1896, he only gave usage dates for one. We could find no significant differences between them, so Walton 2nd Edition listed them together under 035.29. Strangely, despite being proofed with code C, the type has only been recorded in use with codes A and B.

Walton 2 nd Ed.	Walton 1 st Ed.	Proud	Proof Date	Proof Code	F-N (mm)	Line through first E of FREE touches
035.26, now 035.26A/B	035.24	D17-19	31 Jan 1895	2.15pm	19	first E of Leone
		D20		7.15pm	18	L of Leone
035.29	035.24	D21-22	14 Apr 1896	C	19	first E of Leone

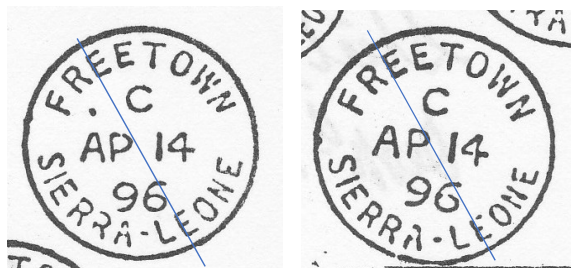


Figure 9(a): 035.29, the two Impression Book strikes.



(b): 035.29, two examples with Code A

(c): 035.29, Code B

Conclusions

Details of each postmark have been presented. I have tried not to rely exclusively on distance measurements, and wherever possible have presented additional means of distinguishing between similar devices. Suggested changes to the listings in Walton 2nd Edition, including two added types, are summarised below. Several new ERDs have been reported.

Walton 2 nd Edition	This study
035.02	separate into 035.02/02B
035.22/23/24	combine as 035.22
035.26	separate into 035.26A/B

The next article will cover Freetown single circle datestamps from KEVII to Independence.

References

- Walton, F., Quirk, P., Hamilton, M. & Horry, D. (2015) *The Postmarks of Sierra Leone 1854-1961*, 2nd Edition, WASC.
- Beale, P., Martin, J. & Walton, F. (2001) *West African Post Office Impression Books*, WASC, Dronfield. Also Beale P.O. & Martin J.J. (1981) *The Post Office Impression Books*, BWASC.
- Beale, P.O. (1988) *The Postal Service of Sierra Leone*, RPSL, London.
- Proud, E.B. (1994) *The Postal History of Sierra Leone*, Proud-Bailey, Heathfield.
- Quirk, P.G. (2016) *Cameo*, Vol.17 No.3, pp.146-147, *1895 Freetown Postmark with Clock Time*.

1942 cover from Poland to the Gold Coast

Rob May with Jeremy Martin FRPSL

At the Autumn 2018 Stampex Jeremy had a long conversation with Antonio Torres about the 1942 cover shown here as figure 1 and asked me to secure scans of it for publication. The cover was sent from Poland to Turkey (to an undercover address?) before being forwarded to the Gold Coast. The text here is my own.



Figure 1; front and reverse of cover from Warsaw to Ankara, Turkey, redirected to Achimota, Gold Coast

The sequence of handling offices and censors appears to be:

- Posted in Warsaw (postmark uses the German spelling Warschau) on 7 April 1942 (?) using three stamps one of which, at the bottom left has either been removed or lost, by registered post. The two remaining stamps are German Generalgovernment issues, in current use in occupied Poland.
- Opened by the German censor, sealed and forwarded to Turkey (a neutral country), arriving at Istanbul on 21 April 42 and Ankara the next day.
- Redirected from there to a different named person at Achimota, Gold Coast, the first stage of which took the letter to Egypt where it was opened again, apparently twice, once by censor 60 than again by Base Censor, diverted into the forces postal system.
- Backstamped FPO 154 on 31 May, then Base Army Post Office 4, probably 4th June, but indistinctly dated.

The letter reached Accra in July 1942 (the exact day could be 15, 18 or 19th—again it is indistinct) then finally reached Achimota on 28 July 42.

This intriguing cover raises questions including:

- Who was the sender and what were their circumstances? Most residents of the Warsaw ghetto were transported to death camps shortly after this letter was sent.
- Was this an undercover address and what arrangements permitted this letter to be forwarded to a different person in the Gold Coast?
- A stamp has been removed from the bottom left of the cover. By accident or design?
- What surface mail routes from Egypt to Gold Coast would have been feasible in early summer 1942? The Mediterranean would have been dangerous for shipping so was the normal route by sea around the Horn of Africa and the Cape of Good Hope?

Gold Coast TPO underpaid mail

Jeremy Martin FRPSL

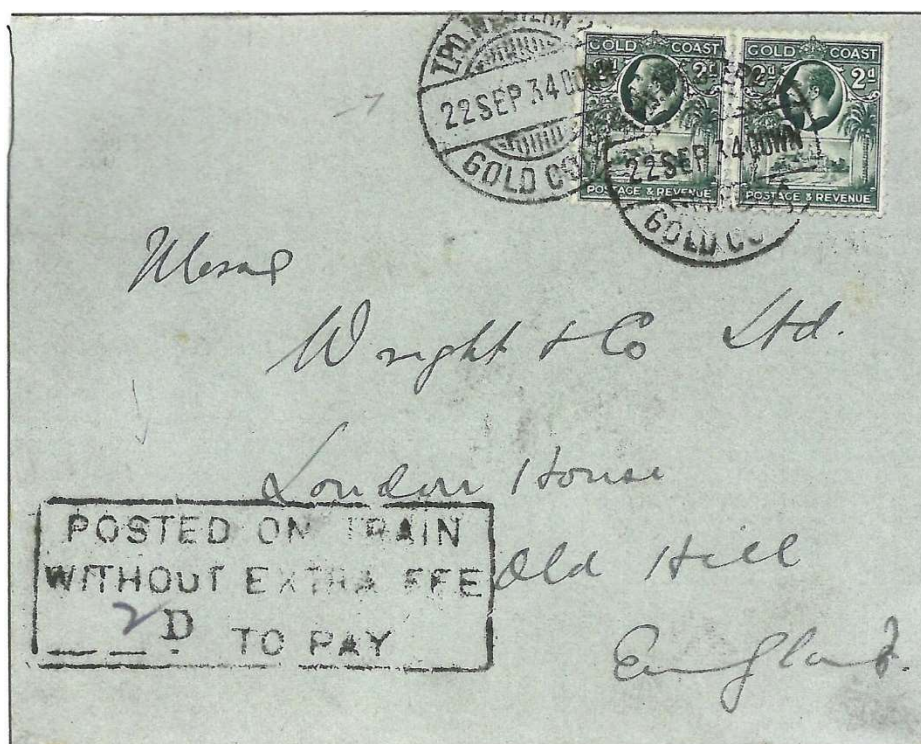


Figure 1

This cover (figure 1) was posted on the Travelling Post Office of a Western Line train and received a TPO WESTERN / 22 SEP 34 / DOWN cancellation type 4A (ref. 1). The franking was 4d.

At that time the basic UK letter rate was 2d and the fee for posting on a train was 3d for mail going to the UK (ref.2). The total franking should therefore have been 5d. The cover is underpaid by 1d, hence use on this cover of the WITHOUT EXTRA FEE boxed cachet type E.F.1 (ref. 3).

John Powell has checked the 1933 Gold Coast Post Office Handbook which clearly states that only the amount of the underpayment of the on-train posting charge should be levied, so the tax on this cover should have been 1d, not the 2d shown in manuscript in this E.F.1 cachet.

Is this another case of WAWA – West Africa Wins Again?

References

1. Ensor M. (Ed), *The Postal Services of the Gold Coast 1901-1957*, p110, WASC, Dronfield 1998
2. idem, pp144 and 148
3. idem, pp138, 146 and 150

Nigerian Fantasy Stamps

Jeremy Martin FRPSL

In 2018 my local dealer, Dauwalders, purchased, from a deceased estate, a substantial collection of stamps of the Nigerias. Andy Harder, the shop manager, had identified 81 stamps and small pieces as forgeries or fantasies that I was able to purchase.

One set of twelve values is of particular interest. In 1936 Nigeria issued a set of definitive stamps with values from ½d to £1. The basic low values to 1/- are perforated 11½ x 13. The high values, 2/6d to £1 are perforated 14 and all values are on Watermark Multiple Script CA paper. The fantasies are all perforated 14 on un-watermarked gummed white paper, but with the head of King George V replaced with that of King Edward VIII.

The colour also differ slightly from the issued George V set:

Face Value	Original	Fantasy
½d	Green	Dark green
1d	Carmin	Pale carmin
1½d	Brown	Dark brown
2d	Black	Pale black
3d	Blue	Pale blue
4d	Red-brown	Pale orange
6d	Dull violet	Rose
1/-	Sage-green	Pale sage-green
2/6	Black & ultramarine	Black & pale ultramarine
5/-	Black & olive-green	Black & pale olive-brown
10/-	Black & grey	Black & pale blue-grey
£1	Black & orange	Pale black & pale orange

The colours of the issued stamps are taken from Stanley Gibbons Commonwealth Stamp catalogue for West Africa, 2nd edition 2012 and the colours of the fantasy stamps have been matched to the Stanley Gibbons colour guide.

Nigeria new issue – The Golden Anniversary of Rivers State 13th December 2018

Edet Akpan & Chris Bond

On 13th December 2018, at the Banquet Hall of Rivers State Government House, in front of many dignitaries from Local Government and Nipost, there was a ceremony to launch the issue of stamps commemorating the Golden Anniversary of the creation of the Rivers State.

This area is of significance to collectors of Nigerian stamps, as it covers much of the area represented by the stamps issued by the Oil Rivers Protectorate and the Niger Coast Protectorate prior to 1900.

The modern-day state was created in 1967. Which begs the question, why was the commemoration taking part 51 years later, and not in 2017? It is fair to state that there has been a long saga to get these stamps released. The original date planned was indeed 2017, but internal politics and stamp design issues appeared to get in the way.

Part of the story can be told by the First Day covers issued as part of the release. The formal launch of the stamps was in fact planned for 29th May 2018. The venue had been selected, and guests invited. However, for reasons not entirely clear, the launch was called off with 48 hours to go. A small number of First Day Covers were released dated 29th May 2018 (figure 1).



Figure 1

Eventually a second launch date was set for 6th December 2018. Fresh First Day covers were prepared, with the envelopes reprinted, and 6th December postmark applied. Once again, the launch was postponed, this time scheduled for the week after. (Figure 2). There was no time to reprint the envelopes for this date, although the postmark of 13th December 2018 was applied. Some covers had the date on the envelope changed by pen, others didn't (Figure 3).

As for the stamps themselves, when they first appeared in May, the quality was terrible, both in printing and perforations. They had the appearance of rough proofs. In the past Nigeria has had "pre-release" stamps for launches, and for use on First Day covers (for example, the non-Hologram versions of the 50th Anniversary of University of Nigeria in 2015), and it could be assumed that these had been rushed for the launch. However when they reappeared for the December releases, they were the same poor examples (Figures 4 & 5)

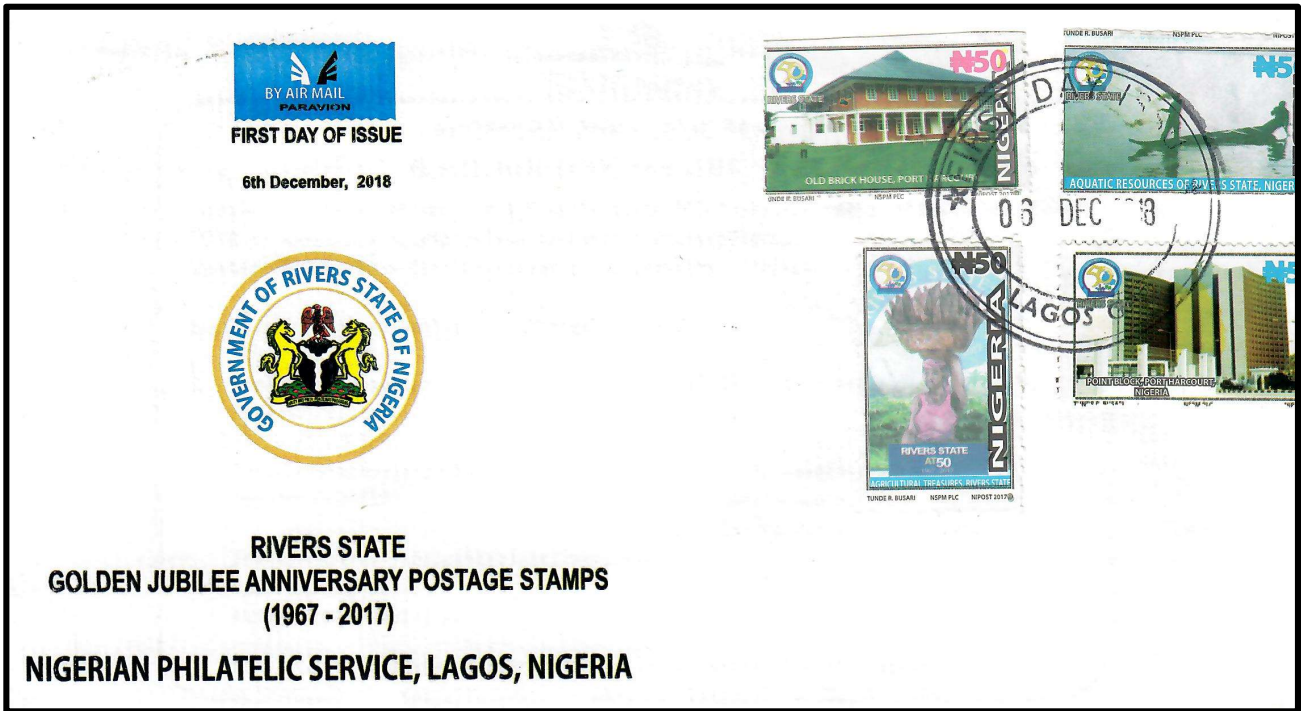


Figure 2



Figure 3



Figure 4(reduced)

Figure 5; reverse of a block of 16 stamps (reduced) showing irregular roulette perforations, possibly by hand using a wheel device

The stamps are printed by the Nigerian Security Printing and Minting Co. Ltd, for the first time for several years, and it appears they have forgotten how to print stamps. This includes their approach to the miniature sheet, shown below, at figure 6, much reduced!



Figure 6 (much reduced)

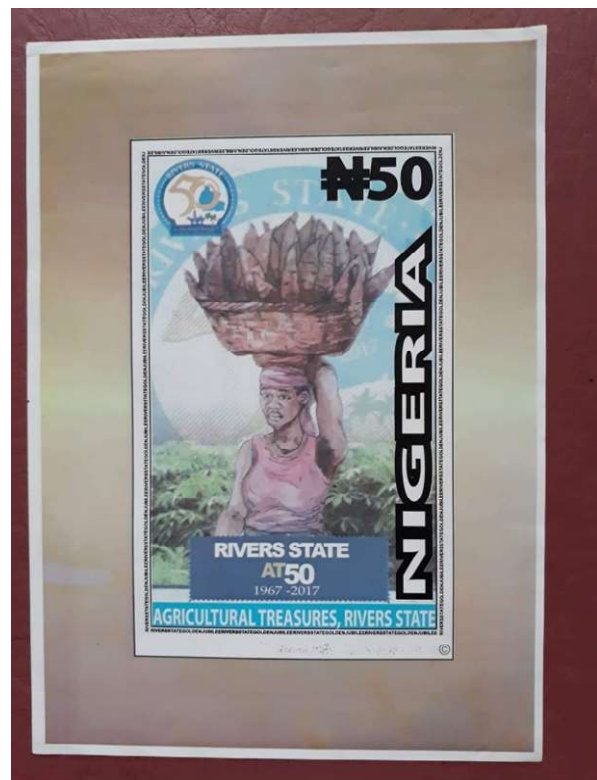


Figure 7

The miniature sheet is anything but miniature. It is A4-size and includes supersized stamp designs within the overall design. However, the first attempt, which was rejected by Nipost, was even stranger. The first design for the miniature sheet consisted of individual postcard size versions of each stamp (example at figure 7).

Having issued a number of high-quality, well designed commemoratives sets over the last few years, it seems surprising that, despite taking over a year to launch the stamps, Nipost has authorised such poor designs to be issued. NSPM Co. Ltd has since issued further printings of these stamps with proper perforations, figure 8. Whether this will have redeemed their reputation and whether NSPM Co. Ltd will be commissioned to produce any more sets in the near future remains to be seen.



Figure 8

Sierra Leone: new WWII censor mark reported

Jeremy Martin FRPSL

Majed Halawi has shown me an unrecorded censor cachet which will be type 12 (illustrated on the front cover of this *Cameo*) (ref 1). It is on a cover from Sierra Leone which was cancelled only on arrival in London on 14 March 1940. The single line serified *Passed by Censor* is struck in red, with a red line beneath and the censor's initials JS at the left. The words are 50mm x 3mm and the red line measures 66mm.

Reference

1. Martin J.J., Walton F.L & Harris R., *West African Censorship*, p121, WASC, Princes Risborough 3rd Edition 2015

1922-38 Elephant & Palm Issue Low Value Consignment Perforations

John Russell

Sorting the 1922 - 1938 "Elephant and Palm" issue looks a daunting task but the printing data in Chapter 15 of *The Stamps and Postal History of the Gambia* edited by Oliver Andrew provides an excellent base to work from. This article will make the next step and identify the perforations for each consignment of the lower values ½d-10d. Mint and dated material together with covers have been used to give an overall picture of the stamps in different states. Smaller printings are difficult to identify and in some cases there is not enough material for positive confirmation and these are labelled N.C. (needs confirming).

The perforations are described as to the nearest ¼ perforation but, in reality, some are closer than that (i.e. within .1 of each other) so don't be surprised if you make mistakes. Perf 14 line 13.9/14.15. Perf 13¾ line 13.7/13.8. Perf 14 x 13¾ comb 13.9/14 x 13.7/13.8. However, it is the changes in perforations tied with the dated material that is the key to this study. The mixture of different values in the consignments and the amount of material available from the larger 1½d printings were the final pieces of the puzzle. There is no doubt that the last 2 consignments were perf 13¾ line but separating them with dated material has proved difficult with the possibility that some were not used.

The study was put together on the basis that the same perforator was used for all stamps in the same consignment which has proved mainly correct except for the 25.6.27 consignment where the 4d value is easily confirmed as 14 x 13³/₄ comb from the left and a dated 1/2d stamp of the same perforation exists but the only dated 1d stamp that fits this area is with the comb perf from the right. As stated in the book the initial 2 1/2d value was in a late delivery with the 10/- and perforated 14 x 13³/₄ comb. The 1 1/2d material from the 18.1.28 and 20.1.28 consignments look the same to me possibly only split to meet some delivery deadline.

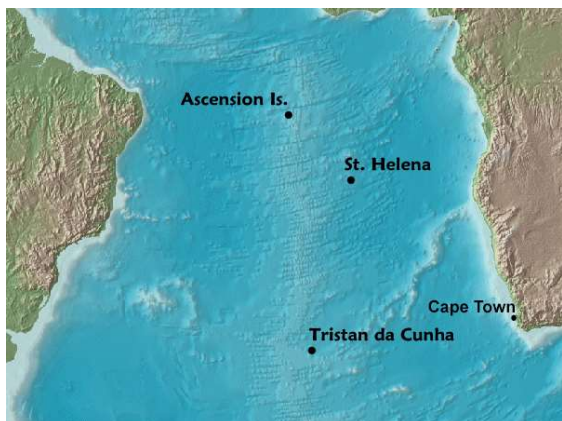
The information in this study has been assembled with my material but I would be more than happy to discuss any conflicting or confirming material from other members to consolidate this study.

Consignment	Perforation	Confirming data
1.9.22	14 line	Specimen stamps
1.9.22	14 x 13 ³ / ₄ comb	Specimen stamp 2 1/2 value only
30.10.22	14 x 13 ³ / ₄ comb	2 1/2d only perf & 2d perf change
23.3.23	14 x 13 ³ / ₄ comb	Large 1 1/2d print shows perf change
28.3.24	14 line	Large 1 1/2d print shows perf change
14.12.25	14 x 13 ³ / ₄ comb	2 1/2d only perf & 1 1/2d perf change
25.8.26	14 x 13 ³ / ₄ comb	Shade & dated material
9.9.26	14 x 13 ³ / ₄ comb	Shade & dated material
7.2.27	14 x 13 ³ / ₄ comb	2 1/2d only perf & 7 1/2d specimen stamp
18.3.27	14 line	7 1/2d perf change
25.6.27	14 x 13 ³ / ₄ comb	4d & 1/2d comb perf from left of sheet
25.6.27	14 x 13 ³ / ₄ comb	1d comb perf from right of the sheet (n.c.)
27.6.27	13 ³ / ₄ line	1 stamp only (n.c.)
20.9.27	13 ³ / ₄ line	Perf change between 3 rd & 4 th 4d printing
18.1.28	14 line	1 1/2d perf change 14.1.-14.15 perfs
20.1.28	14 line	As above
1.2.28	14 line	Perf changes for both values
2.3.28	14 x 13 ³ / ₄ comb	Shade & dated material
13.9.28	14 x 13 ³ / ₄ comb	Shade & dated material (n.c.)
28.12.28	14 x 13 ³ / ₄ comb	Large 1 1/2d print confirms with shade
22.3.29	14 x 13 ³ / ₄ comb	Shade & dated material (n.c.)
4.9.29	14 x 13 ³ / ₄ comb	Shade & dated material
5.9.29	14 x 13 ³ / ₄ comb	Shade & dated material
27.9.29	13 ³ / ₄ line	Perf change on all values
30.1.30	14 x 13 ³ / ₄ comb	Large 1 1/2d print confirms perf change
27.10.30	14 x 13 ³ / ₄ comb	A 1 1/2d block used comb from left (1/2d n.c.)
31.3.31	14 line	Large 1 1/2d print confirms perf change
7.5.31	13 ³ / ₄ line	Perf change both values
28.11.31	14 x 13 ³ / ₄ comb	Perf change on all values
23.11.32	13 ³ / ₄ line	Perf change on all values
5.1.35	14 line	Perf change on all values
30.4.36	14 line	Shade & dated material (1/2d n.c.)
16.7.36	13 ³ / ₄ line	Perf change on all values
28.2.37	14 line	Perf change on both values
8.5.37	14 line	Shade & dated material
29.9.37	14 line	Perf change
22.12.37	13 ³ / ₄ line	Perf change on all values
8.1.38	13 ³ / ₄ line	Confirmed by dated material but needs better separation from 22.12.37 material

The Last Two Voyages of the RMS *St Helena*

Rod Kantor & Barry Burns FRPSL

Former WASC member Rod Kantor sailed on the penultimate voyage 267 of the last working Royal Mail Ship (RMS) *St Helena* via Tristan da Cunha to St Helena. Also included is a summary of the final voyage 268 by myself. The covers (all reduced) were sent by Rod, unless indicated otherwise - Barry Burns



Figures 1 and 2

Map showing calling points of the RMS *St Helena* and the vessel at Aberdeen on 14 July 1990 during commissioning trials following her launch at the former Hall, Russell Company yards in the city - although the firm had now been taken over by A & P (Appledore) who completed the ship (photo, Barry Burns)

Although I had visited St Helena in 2015, this was to be my first cruise via Tristan da Cunha. Needless to say I was very excited to board the RMS at Cape Town on 29 December 2017 for her second last voyage, which included her final call at Tristan.

The five days to Tristan passed without incident, allowing plenty of time to send a few covers to friends (Figure 3) but on reaching the island on 3 January the rollicking seas prevented the passengers from landing, and the next few days were no better.



Figure 3

Posted on board on New Years' Day 2018. Note the two large cachets of New Years' Day 2018 and Final Voyage Tristan Da Cunha 2018, both unique to this cruise. Landed at Tristan 6 January, received UK sometime between 20 and 27 March 2018 (I was on holiday! - Barry)

Voyage 267				
2017	Friday	December 29	Cape Town depart	
2018	Thursday	January 3	Tristan da Cunha arrive	Passengers could not disembark for 3 days; rough seas
	Saturday	January 6	Tristan da Cunha depart	Passengers disembarked morning, sailed afternoon
	Wednesday	January 10	St Helena arrive	
	Friday	January 12	St Helena depart	
	Sunday	January 14	Ascension arrive	
	Sunday	January 14	Ascension depart	
	Tuesday	January 16	St Helena arrive	
	Wednesday	January 17	St Helena depart	
	Monday	January 22	Cape Town arrive	
Voyage 268				
2018	Wednesday	January 24	Cape Town depart	
	Monday	January 29	St Helena arrive	
	Thursday	February 1	St Helena depart	
	Saturday	February 3	Ascension arrive	
	Sunday	February 4	Ascension depart	
	Tuesday	February 6	St Helena arrive	See text
	Saturday	February 10	St Helena depart	Medical emergency en route to Cape Town
	Monday	February 12	St Helena arrive	Arrived 06.30
	Tuesday	February 12	St Helena depart	Departed shortly afterwards
	Saturday	February 17	Cape Town arrive	Arrived early morning, see text

Table 1: Itineraries of Voyages 267 and 268

While waiting for the seas to quieten the captain took us for trips around Gough, Nightingale, Inaccessible, Middle and Stoltenhoff and, for safety, anchored off Inaccessible Island one night causing one traveller to exclaim: ‘I’d never heard of Inaccessible Island before, and I’ve now visited it twice in one day’. As we circumnavigated Gough we had the bizarre situation of the Governor of St Helena, Lisa Philips, trying to communicate with Gough Island, a British territory whose population is made up entirely of foreigners who have nothing at all to do with Britain. After Captain Williams sounded his whistle long and loud enough, he did wake the islanders up and the Governess spoke to them.

By 5 January we were scheduled to be setting course for St Helena, but Captain Williams, again aware of the disappointment of so many of the passengers, decided to delay the departure to James Bay on St Helena by 24 hours. The forecast for 6 January suggested that we would be able to disembark, realising our aspirations and have just a few hours tramping across Tristan. But the swell was still too great for the gangplank to be lowered for us to walk down to the dinghies sent out from Calshott Harbour for our transfer. So the captain threw a rope ladder over the side for those who wanted to go ashore by that route. I was the lucky one, getting disembarkation card No 3 so was on the first transfer from the RMS and got to spend 5 hours on Tristan; some who transferred later got just 2 hours.

To make up for the additional 24 hours we’d hovered around Tristan, the captain chugged at full speed to James Bay, thus getting us there only 2½ hours later than scheduled. On the RMS were cachets and promises of cachets, so I put together quite a few covers for those who’d expressed an interest. (Figure 4).

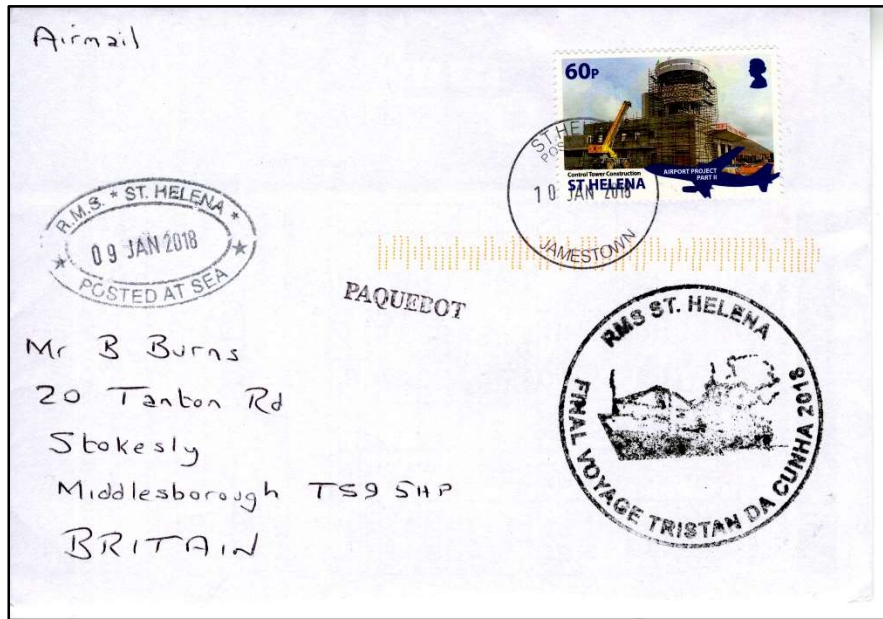


Figure 4

Cover posted 9 January 2018 on the RMS between Tristan and Jamestown. Final Voyage Tristan da Cunha handstamp and 60p Airport stamp cancelled on arrival at Jamestown on 10 January where the Paquebot cachet (Mabbett Type 8) was applied. Received in Stokesley 2 February 2018

I was to spend ten days on St Helena, before departing by air to Johannesburg on Saturday 20 January. During this time the RMS undertook a return voyage to Ascension. In addition to the usual tourist activities on the island, I checked on the usage of the local post office handstamps but was disappointed to find they had last been in use in 2013, and there did not appear to be any later year slugs than this.

I also posted selections of the recently introduced Post Box Walk stamps with their respective cachets (Figure 5). This 4-stamp set (plus miniature sheet) was issued 16 October 2017 to commemorate the 21 Post Box Walks that had been designed by the St Helena Nature Conservation Group as an opportunity to access and enjoy the wide variety of landscapes and heritage of the island.

At the end of each walk is a 'Post Box' that holds a notebook to write your comments in, and a self-inking handstamp to apply to an envelope or postcard. The walk to the Barn is one of the most difficult of these walks - the route up is along the ridge seen in the left foreground with a 1200 foot drop to the rocky shore.



Figure 5

Cover with cachet of THE BARN from the post box situated there, and with the £1 value of the Post Box Walks set cancelled 15 January 2018 at Jamestown

The Purser Accountant, Claude Annan, had prepared a 'Final Voyage' cachet for the final trip to St Helena and Ascension leaving Cape Town on 24 January. On his suggestion, I left some covers for the cachet to be applied to and posted during Voyage 268. Unfortunately, at least one of them was posted on Voyage 267 as the cover at Figure 6 shows.

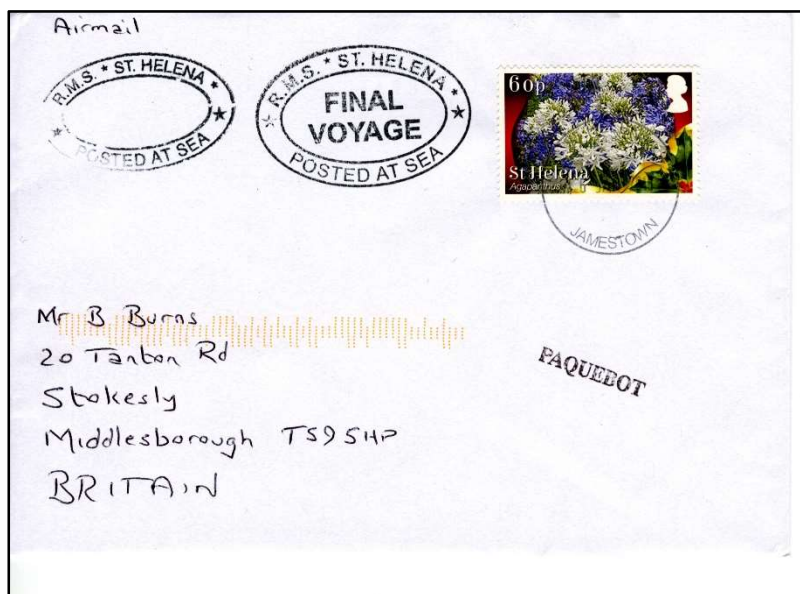


Figure 6

Cover given to a member of the crew to post during Voyage 268, with the Final Voyage cachet prepared for this. However it must have been posted on board the RMS between Ascension and St Helena on Voyage 267 as the 60p Agapanthus stamp has been cancelled at Jamestown 16 January, where the cover received the Type 8 Paquebot handstamp. Arrived Stokesley 29 January, having been flown from Cape Town

Turning now to that final voyage (lower section of Table 1); this left Cape Town as planned on 24 January 2018 and after calling at St Helena from 29 January to 1 February, arrived at Ascension for the last time on 3 February leaving the following day. She arrived at James Bay, St Helena, for her planned final visit (but see below) on Tuesday 6 February. There was a Thanksgiving Service at St James Church that evening, followed the next day by an invitation-only cocktail party on board. Friday 9 February had been declared a Public Holiday by the Governor, Lisa Honan and it was an open day on the RMS for the Islanders.

The following commentary is taken from various postings on The St Helena Government website, with additional information from other sources (see acknowledgements):

The RMS *St Helena*, affectionately known as the RMS, made an emotional departure from St Helena on Saturday 10 February 2018, following 27 years of dedicated service to the Island. At 9am, the current crew of the RMS, dressed in their respective uniforms, accompanied by the Scouts, Cubs, Beavers, Girl Guides, Brownies and Rainbows, paraded from the Canister to the Seafront in Jamestown. A large crowd of people followed the parade to the Lower Wharf, where they said their last goodbyes to the crew. Before the crew was ferried back to the RMS by the *Gannet Three*, the boat circled the harbour allowing the crowd ashore to give them a final cheer. The goodbyes continued thereafter as passengers for the final voyage began embarking the RMS.

At approximately 2pm, a large crowd of spectators assembled at the Lower Wharf, and were treated to musical entertainment provided by the Get Togethers, Dry Bottle Country Band, Pilling Primary School and the St Helena Singers. The crowd was encouraged to sing along to the well-known 'My St Helena Island'.

At 2.45pm, all present witnessed the carrying of the 27ft 'paying off' pennant (marking the 27 years' service of the RMS) by School competition winners, from the Customs Building to the Lower Wharf. The pennant was presented to Captain Williams by the Director of St Helena Line, Mrs Kedell Worboys MBE.

Before the Ship's departure, a spectacular flotilla of boats, including jet skis, lighters and yachts, dressed with flags circled the RMS while the St Helena Fire & Rescue Service saluted her with a water arch before she weighed anchor. The RMS then made her way to Buttermilk Point, accompanied by the flotilla, before turning around and steaming past the harbour at 4.30pm in full dress and sounding her whistle. Many spectators onshore waved banners and flags to bid farewell to the ship. The RMS stopped off Lemon Valley to remove her flags and pennant before continuing her onward journey.

The following day, Sunday 11 February, the final Divine Service was held in the Main Lounge, conducted by Captain Adam Williams. There was a large congregation and at the end of the service passengers and crew gathered to celebrate the last 'Traditional Mail Ship Gin for Jesus' with the Captain. Unplanned however, was the ship's return to St Helena a day later in response to an on board medical emergency. The vessel arrived at 06.30 and finally departed shortly afterwards, on Monday 12 February 2018, bound for Cape Town. Fortunately the two persons involved are now both well.

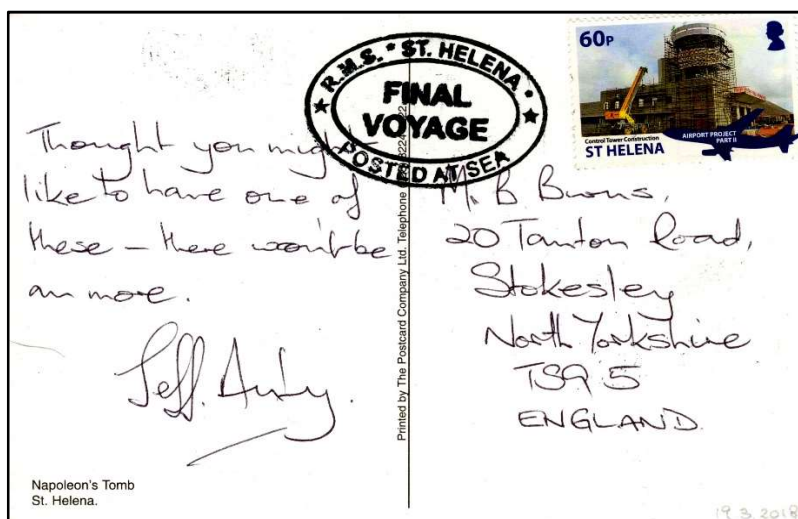
On the evening of Friday 16 February 2018, passengers and crew assembled on the Sun Deck at 6pm for complimentary drinks and to bear witness to the Red Ensign being lowered for the very last time aboard a working Royal Mail Ship. After the poem 'RMS' by Robin Castell was read by passenger Finley Crawford, and to the sounds of Her Majesty's Royal Marines playing Life on an Open Wave, passengers were presented with their 'Final Voyage' Commemorative Certificates by the Ship's Captain and the Directors of St Helena Line. The Red Ensign was lowered at 6.40pm to the sound of bugles playing Sunset. The British National Anthem was sung before the ceremony was completed at 6.45pm.

Early on the morning of Saturday 17 February 2018, Table Mountain appeared far on the horizon. The RMS *St Helena* docked for the final time at 'E Berth', Duncan Dock, Cape Town, at 9.51am, bringing to an end 39 years of dedicated passenger, cargo and mail services to the British South Atlantic Islands and signalling the end of an era of great mail ships, spanning over 150 years. During her 28 years of service this well-loved ship had travelled over 2,170,000 nautical miles and carried around 101,000 passengers.

On completion of the mooring operations, the air was thick with sadness as the main engines were stopped from the Bridge by Directors of St Helena Line, Mrs Kedell Worboys MBE and Mr Matt Young, and the Air Whistle cried out one last time before the engines fell silent. After passengers disembarked and the alleyways, cabins, lounges and decks emptied, the proud crew began cleaning both passenger areas and their own quarters before one-by-one they left their ship and their sailing family for the last time.

Captain Adam Williams said: *As the curtain falls on the era of great mail ships, we proudly hand the baton over to a newer and more modern mode of travel and access to St Helena and her people. A period of reflection is needed and we ask that you don't forget us (past and present); however we encourage you to look to the future and embrace new opportunities. All the very best St Helena, Ascension and Tristan da Cunha from your multi-national friends aboard the world's last true working Royal Mail Ship.*

Figure 7
Postcard actually sent during the final voyage with FINAL VOYAGE cachet. However, there are no postal markings to indicate its posting or routing, but it was received at Stokesley 19 March 2018 (sender unidentified)



Postscript

Although this marked the end of the ship as the 'RMS', the vessel lives on. Following decommissioning many of her onboard artefacts were returned to the Island where it is hoped some will find a safe home within the Museum of St Helena. A short time later she was purchased by Tahiti Shipping Ltd., a UK holding company, to be chartered as an anti-piracy support ship in the Gulf, where she would supply personnel and equipment to the Somalia and Red Sea areas. Her new name *MNG Tahiti* refers to the fact that Captain James Cook had visited both these islands in the late Eighteenth Century.

However, it was announced in September 2018 that the ship had now been resold to the Jersey based company St Helena LLP and, whilst still registered at Basseterre, St Kitts Nevis, BWI she has been renamed MV *St Helena*! Following some initial work at Portland, UK, she is currently undergoing a heavy refit at Birkenhead where she arrived 15 April 2019, into becoming a luxury vessel in the support of Formula E racing. It is to be hoped that future passengers hold her in the same respect as those of us who have been privileged to sail with her since 1990.

Acknowledgments

The details in this report have been compiled from a number of sources, including The St Helena Government website (<http://www.sainthelena.gov.sh/>), *The St Helena Connection* (published by the Society of Friends of St Helena), the *St Helena Independent* and *The Sentinel*. I also wish to thank Edward Baldwin MBE and Bernard Mabbett for information and assistance - *Barry Burns*

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14TH August 1892 cover to Derby bearing Oil Rivers 2½d cancelled by very rare oval Oil Rivers Protectorate Brass (SG type Z1) Ince & Sacher record this cancel in use for just one month, Proud records just this date. Ex Sacher (Spink Nov 09)

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