

CAMEO



The Journal of the West Africa Study Circle



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Front Cover Illustration

In the 1950s numerous new post offices were opened in the interior of Sierra Leone. About twenty of them used a skelton handstamp whilst waiting for their first steel one to arrive. The life of these temporary handstamps was normally restricted to a few months only.

This example is from JIMMI BAGBO, Walton Ref. 056.02.

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Editorial

One of the gratifying aspects of an editor's job is the receipt of an answer to a question posed in an earlier issue. In this edition there are several such responses. Firstly we have a most thorough reply from one of our Life Members, Len Weldhen, to Mike Roberts' queries concerning the Gambia Queen Elizabeth 3d. As Len puts it, Mike's questions arose only because he was born so young! Charles Leonard has got to the bottom of the apparent Gold Coast T mark on a cover to South Africa. This turns out to be a very late usage of an early Cape of Good Hope handstamp. The final example of an extensive follow up in this issue comes from John Sacher who adds another example of the super imperf Gambian Cameo cover that was reported last time. The reason for me highlighting these follow-up articles is to encourage members to send in any outstanding questions that they may be puzzling over now - the chances are that another member has that elusive answer.

One of the problems I am faced with each issue is to find a suitable black and white illustration for the front cover. Thanks to those who have made suggestions or sent in pictures, but frequently these prove difficult to reproduce. One such example is an early map that Peter Newroth sent me, but unfortunately the detail just wouldn't come out well enough. Any further ideas are always most welcome.

Technology moves on, and I have in the last month launched a West Africa Study Circle web site on the internet. Please have a look if at all possible (details on p48) and let me know what you think. From time to time additions are made to this site; if you would like to be notified please let me have your email address.

The balance of articles between the countries in every *Cameo* is always a dilemma. In this one there is a very large presence of pieces covering Gambia and Sierra Leone. This simply reflects the amount of copy that I receive, so come on all you Nigeria and Gold Coast specialists, get your pens out!

As we go to press I heard that the current troubles in Sierra Leone are still causing difficulties for the locals. From a postal history perspective I understand that there is currently no postal service available.



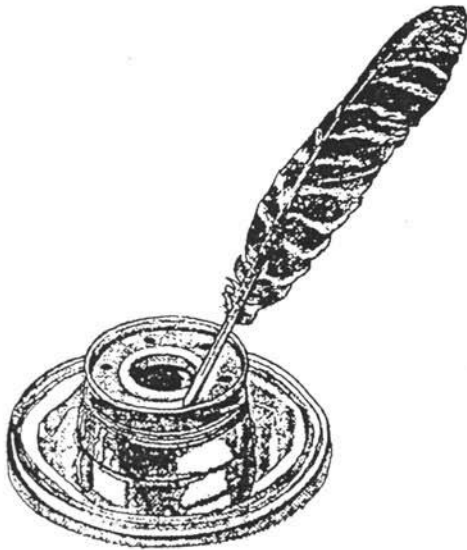
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Scope : The West Africa Study Circle covers The Gambia, Gold Coast, The Nigerias, Sierra Leone, Ascension, Cameroons, St. Helena, Togo and nearby British Postal Agencies.

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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.

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

Frank Walton

King George V Face Values

Dear Frank,

Can anyone explain why the Sierra Leone post office felt it necessary to issue 7d, 9d and 10d values in 1912 for the George V keyplate series? There does not appear to be any obvious use other than for higher weight letters; but if this is the sole reason why not issue an 8d?

Jack Roberts
Huddersfield

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Response to Articles in July 1997 *Cameo*

Dear Mr Walton,

Regarding the last *Cameo*, I have the following comments on the various articles and letters:

1. Gambia Additional Instructional Marks (p251): the TOO LATE mark is from Gambia, as mentioned in my book.
2. Sierra Leone Registered Postmark (p259): This postmark is recorded in my Sierra Leone book as type R5, although 5 December 1902 extends its use by two months. The earliest example I have of it being damaged is 12 April 1902. No doubt this, plus the evident wear, caused R6 to be ordered on 15 November the same year.
3. Ogoja Postmark (p267): I believe that the

postmark shown in my Nigeria book as type D2 is the same handstamp. My illustration comes from a 1915 example with the small crosses shown as dots as a result of over inking and / or wear.

4. Sierra Leone Freetown-Bo TPO (Letters p143): There are three datestamps for the Freetown-Bo TPO, my D3/D5, but they are not the only ones mentioned. In my opinion, time codes or asterix should never be used to differentiate datestamps. The asterix probably came into use with a new set of dateslugs on 1 January 1930. As far as I am aware only one datestamp was used at a time and the three periods mentioned by Mr Hossack refer to the same datestamp.

E.W. Proud
Heathfield

◇ ◇ ◇

Sierra Leone WIR Perfins

Dear Frank,

I can add another report of these elusive items to your list. An Edward VII 1d (SG 74) with a date of 26 September 1904 was sold at a recent Perfin Society auction for £28.

Paul Davey
Ashford, Kent

◇ ◇ ◇

☰ **Half-Die?**

Dear Frank,

I read with interest the article on King George VI Gold Coast from Murray Payne in *Cameo*, July 1997. I suspect they have got a little confused over the town of Half-Die, which is of course in Gambia. There is a Half Assinie in Gold Coast, with which they were perhaps getting confused.

Robert Nelson
Greatham

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☰ **Cameo Numbering**

Dear Frank,

Both the cumulative index and volume 5 index are extremely useful, but in practice there is a small problem in the reference system. What appears on the cover of *Cameo* is the date (eg July 1997) and the volume and part number (eg Volume 5 Number 6), while what is referenced in the index is the whole number. I do see that there is a correlation but wouldn't it be even simpler to list in the index by what appears on the covers?

Oliver Andrew
Brighton

Editor's Response

Good suggestion! My own set of Cameos are bound into hardback volumes which are very easy to use with the current system, so Oliver's point would never have occurred to me. From this edition onward, the whole number will appear on the front cover as well as on the masthead page.

◇ ◇ ◇

☰ **Gambia Queen Elizabeth 3d Variety?**

Dear Mr Editor,

Thank you very much for the exchange copy of *Cameo*, which I much enjoyed, especially the article by Mike Roberts on page 252. I can add nothing to the question of the variety, nor to the

identity of the writer of the letter, but if the address is "66 Elmhurst Road", then the recipient is Dick Blagrove, whose mother-in-law taught my aunt in Leicestershire, and whose wife and sisters-in-law were friends of my mother and my aunt. Dick died some years ago now, though Sylvia, his widow, was still alive at the end of 1991. I remember visiting the family in my teens, and dimly remember something about stamps, though I was probably too young to appreciate the subtleties of West Africa. Had it been North Borneo or Labuan, of course...!

David Hubbard
Editor, Waterlow Study Circle Journal
London

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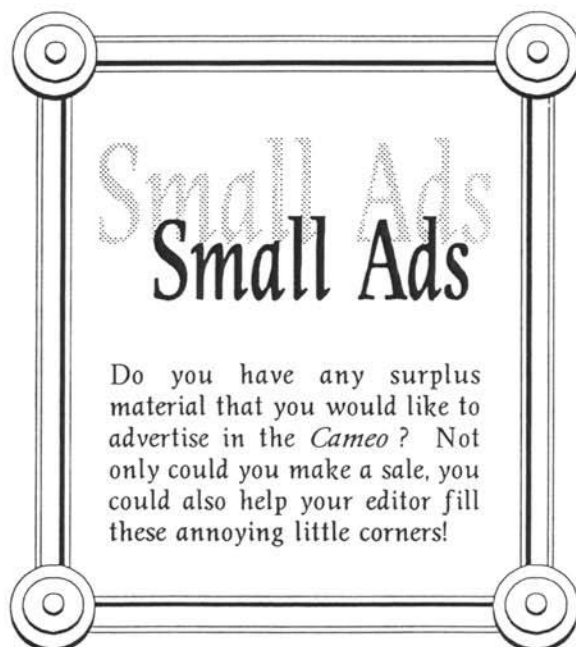
☰ **Gold Coast TOO-LATE**

Dear Sir,

In response to Stewart Duncan's article in the July 1997 *Cameo* (p251), I can report a very similar Gold Coast TOO-LATE instructional mark. This was used in 1913 on a registered letter from Obuasi to London. I think the marking indicates that the letter was too late to catch the boat to London.

Maurice Tozer
Rivonia, South Africa

◇ ◇ ◇





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Lisk-Carew Brothers

Bob Maddocks

Terence Dickinson has recently published a most admirable and detailed guide for collectors of Sierra Leone picture postcards which will have enlivened the postal history of that country (Ref. 1). Of the most prolific of the publishers of such cards were the Lisk-Carew Brothers and their photographs appeared not only in local publications but also in those edited in London, such as *The African World* which featured four pictures of German prisoners of war from Togoland and the Cameroons (Ref. 2). The prisoners were being put on board the auxiliary cruiser *Laurentic* en route to the United Kingdom. [Editor's note : unfortunately these small pictures would not reproduce well enough to be included here.]

Readers might be interested in the article reproduced below from *The Red Book of West Africa*, a Who's Who of West African personalities in government and commerce in 1920 (Ref. 3).

COMMERCIAL FREETOWN.

LISK-CAREW BROS., Photographers, Importers of Photographic Materials, Stationery, Toys, Fancy Goods, etc., Corner of Westmoreland and Gloucester Streets.

THE very fact of amateur photography having obtained so general a vogue amongst all classes has had immense influence in improving the work of professional practitioners, and this has led to numerous



ALPHONSO LISK-CAREW.

developments in photographic science, which, in turn, have increased the scope of those manufacturing industries upon which both the amateur and the professional depend. But although the numerous accessories invented during recent years for simplifying photography enable people ignorant of even the first principles of the art to produce pictures, there is a great barrier between mediocrity and excellence that can only be surmounted by laborious study and practice; otherwise, such excellent productions as those emanating, for instance, from the studio of Messrs. Lisk-Carew Bros. would provide no standard to which aspiring amateurs might direct their efforts. Photography in its highest phases emerges from the plane of mechanical operation into a realm of art far beyond the commonplace of ordinary achievement, and it is the aim of Messrs Lisk-Carew Bros. to exemplify in their portraiture all those pleasing details which, whilst apparently



ARTHUR LISK-CAREW.

casual, are the outcome of long experience and close study of the best means and methods for securing superlative results. They are adepts in the judgment of light and shade, and in determining the psychological moment when to snap the shutter of the camera so as to secure the most pleasing expression of the sitter. In this direction they are particularly successful with children, who are, as every photographer knows, the most difficult subjects of whom to take pictures that will elicit the enthusiasm of the parents and friends. The firm are clever exponents of photography in all its branches, and have the distinction of the use of the Royal coat of arms, as they were appointed photographers to H.R.H. the Duke of Connaught.

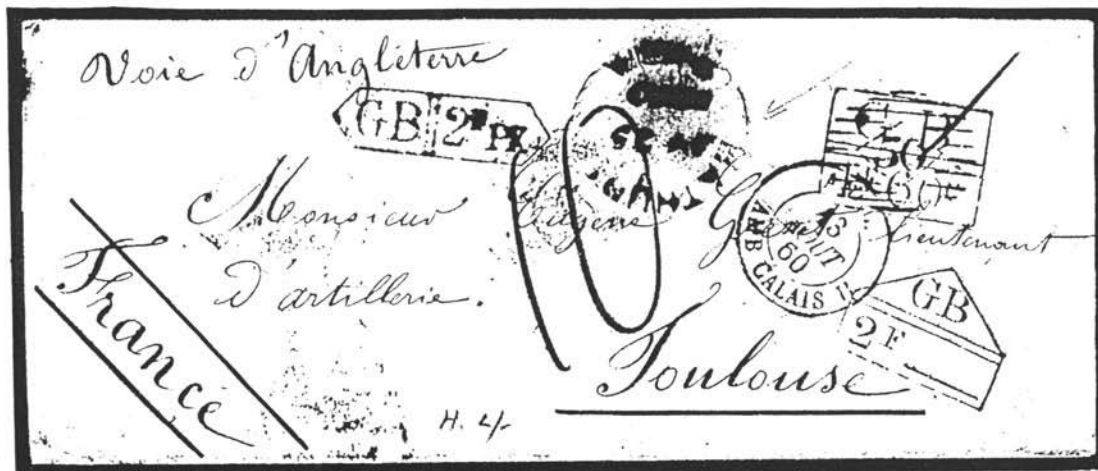
There is probably no establishment in Freetown that is visited by more passengers from the steamers than that of Messrs. Lisk-Carew Bros. The reason of its popularity is because of its extensive stock of postcard views of Freetown and Sierra Leone, as well as because of its large assortment of fancy goods, stationery, and photographic requisites.

The partners are Messrs. Alphonso and Arthur Lisk-Carew, natives of Freetown, who established their business in 1905.

References

1. Dickinson T.A., *Sierra Leone Picture Postcards*, WASC, Dronfield 1997
2. "War in West Africa : Scenes in Sierra Leone". *The African World*, London December 1915
3. MacMillan A., *Red Book of West Africa*, p267, Frank Cass Reprint 1968. Original 1920

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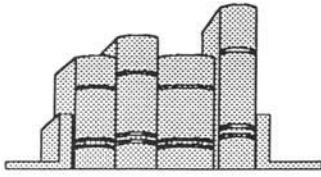
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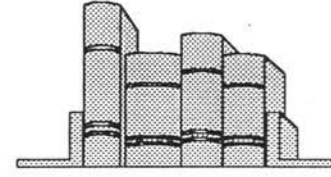
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Bookshelf



New Books



King George V Key Plates of the Imperium Postage and Revenue Design by Peter Fernbank.

Published by the WASC. 476 + xvi pages of A4. Hard back bound in library cloth with illustrations. Price £48 retail, £40 to WASC members, plus £4.20 p&p in the UK. Available from Peter Fernbank, 128 Sinclair Avenue, Banbury, OX16 7BL. Reviewed by Philip Beale.

In the reign of Queen Victoria Messrs De la Rue, who were supplying most British colonial stamps, proposed a new and less expensive method of printing them. All colonies would use a common key plate incorporating the sovereign's portrait, which would be supplemented by an overprint plate containing the name of the colony and the duty of the stamp. Stamps could be bi-coloured and on different coloured papers. This method was widely adopted. For those colonies that wished to have a common postage and revenue stamp the key plate would be worded postage and revenue; those which wished to have separate stamps would have only the word postage. Sierra Leone, Gold Coast, Nigeria, Northern Nigeria, St Helena and Togo adopted the postage and revenue plate during the reign of King George V.

This splendid book describes the background to the stamp issues, the system of plate numbering, the flaws that arose, and, in great detail, the process of printing. There are sections on the correspondence between Crown Agents, the various colonies and the printers. Costings are described in detail as are the various record sources which the author has used. The process of producing the dies that were used is set out in detail as are the techniques of surface printing. The various marginal markings are explained and also the papers that were used. There is a very interesting treatment of the coloured papers which will interest every collector of these issues. For each colony the author lists the printings. He has consulted the relevant authorities so that the result is a most comprehensive study.

The book deals with each colony in turn and so is essential reading for the specialist but the general stamp collector will learn a great deal from it. I can unhesitatingly commend this book to all our members. I have seen its progress over some years and realise how very thorough Peter has been in his work. A Study Circle exists so that members can have the pleasure of sharing their knowledge and collections together but its main purpose must be to publish their findings through a Journal and ultimately in a book. We must support one another and so every one of us ought to purchase this book. It has a most handsome appearance and is in every way the definitive study. We are privileged that Peter has chosen the WASC to publish it.



Ship Letters by J. G. Hendy, edited by Philip Beale FRPSL.

136 pages, 72 illustrations, hardback. Published by The Postal History Society. £25 including postage from Patrick Frost, 20 Gleave Terrace, East Grinstead RH19 3XD.

This extensive Post Office report on the history of the relationship of the Post Office with ship owners has appendices by several authorities on a great range of subjects relating to ship letters. Essential reading for those who collect letters that went by sea before 1900.



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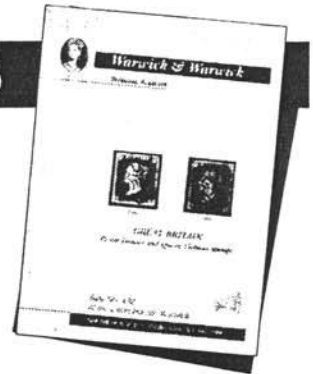
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Early Gambia Accountancy Markings

John Sacher

In the last *Cameo* (Ref. 1), Charles Leonard reported on a lot in a Robert Siegel sale. Charles suggests that the rate to France was 8d and indeed he is correct, viz the somewhat incorrect accounting mark "8" for 8d per ¼ ounce (from November 1866 to 31 December 1871), rather than "7" for 7d due to the GPO in London. A very similar cover (Figure 1) shows two accounting marks written over each other. The clerk has written "5", 5d out of the normal 6d per ½ ounce rate to the United Kingdom, and then changed it to "7", the amount out of the prepaid 8d due to the GPO in London.



Fig. 1 - Gambia to France 14 January 1870. Postmarks include : "VICTOR BARRIERE BATHURST RIVIERE GAMBIE COTE OCCIDENTALE D'AFRIQUE" in green and "PD" in circle in red.


One can safely assume from this that the balance of 2d was paid in cash. Either cover could have been franked with two 4d adhesives; perhaps none were available at that time. These are a remarkable pair of covers sent through the UK to France in the period prior to the establishment of the General Postal Union.

Early Liberia covers to the USA also show a mixture of stamp and cash prepayments to make the 33c rate.

Reference

1. Leonard C., "Auction Reports Gambia Robert Siegel 6 May 1997", *Cameo*, Volume 5 p247, WASC, July 1997

Bookshelf, continued

-  *Cameroun: The 1940 Overprints* by Dudley Cobb ISBN 2-9511613-0-1
Available from Albion Bookshop, 29 Albion Street, Broadstairs, Kent CT10 1LX, UK. Price £25 + p&p (£2 UK, £2.50 European Union, £3.50 elsewhere). 104 A4 pages, card cover. Bilingual book with 24 colour plates, 40 pages of English text and 40 pages of French text. A review will appear in the next issue.

Instructions to Gambia Sub-Postmasters in 1948

Submitted by Philip Beale

Editor's note : This article reproduces the contents of a 16 page booklet that relate to the postal services. The booklet also gives details of telegraphs, postal orders etc. A full copy has been deposited in the WASC Library.

RECEIPT AND DESPATCH OF MAILS.

A. IN-COMING MAILS.

1. On arrival of a river conveyance the Sub-Postmaster or Postal Agent will take the following action :-
 - (a) Approach the Travelling Postmaster or Purser and enquire whether there are mails aboard.
 - (b) If there are mails, the Sub-Postmaster or Postal Agent will examine very carefully the neck labels, string, seals (wax or lead) and the bags or packets themselves to find out whether they are intact and in good condition.
 - (c) Give a receipt for the mails, if they fulfill the conditions at (b); if there is any damage or sign thereof to the string, or seal or bag or packet, the Travelling Postmaster's or Purser's notice must be drawn to the fact and a suitable endorsement made on the receipt. A full report must be sent by radio if possible, without fail to the Postmaster, Bathurst, whether the despatch emanated from Bathurst or not. The office of despatch must also be served with a copy of the report at the same time.
 - (d) Remove mails expeditiously from conveyance.
2. On arrival at the post office, the Sub-Postmaster or Postal Agent will proceed as follows:-
 - (a) Register the mail in detail in the Mail Register.
 - (b) Cut open bags or packets.
 - (c) Find and examine letter bill to ensure that it is serially numbered and entered correctly.
 - (d) Check registered items (if any) with list which will be in duplicate.
 - (e) Turn bag inside out and sort out as quickly as possible for delivery to addresses.
 - (f) Enter registered items in Inwards Record of registered letters after checking registered items in detail with list (in duplicate) and green slips which are prepared and sent together with letters by office of origin. Discrepancies should be reported at once by radio where possible or otherwise by the first available mail to the office of origin and Bathurst.

3. DELIVERY AND TREATMENT OF REGISTERED CORRESPONDENCE.

The utmost care must be taken, with regard to registered correspondence and the following instructions must be strictly observed and on no account whatsoever should they be relaxed or modified :

- (a) Green slips must be signed in ink or indelible pencil and presented to the addressee or his authorised agent, when applying for a registered letter. If the Sub-Postmaster or Postal Agent does not know the applicant and if the circumstances raise any doubt, will not deliver the registered packet unless the applicant can produce satisfactory evidence as to his or her identity.
- (b) Illiterates must make their marks before a witness known to Sub-Postmaster or postal agent making delivery and the witness will sign his name certifying on the back of the green slip that personally knows the recipient as the person designated on the letter.
- (c) The date of delivery and the number of the Green slip will be entered in the appropriate columns in the Inwards Record Book.
- (d) Registered letters or packets must not be delivered if there is doubt as to the identity of the addressee.

- (e) Registered correspondence addressed to a person who has gone away must be returned to Bathurst by first available despatch. It must be listed and a note regarding its despatch made in the Inwards Record. Information which may assist in tracing the addressee should be given at the time of the return of the letter or packet.
- (f) Registered correspondence should be retained for delivery for one month after which it should be treated as undelivered, and the reasons for non-delivery written at the back of the letter or packet. Undelivered Registered correspondence must be listed and returned to Bathurst and a note to the effect made in the appropriate column in the Inwards Record, and the relevant duplicate Registered List.
- (g) On no account whatsoever should registered correspondence listed and forwarded for delivery to a Sub-Postmaster or postal agent be transferred to another sub-office or postal agent. Such correspondence must always be listed and returned to Bathurst or office of origin with reasons for return written at the back.

B. OUT-GOING MAILS.

- 4. Sub-Postmasters and postal agents must be familiar with rates of postage of all classes of correspondence. Printed or typewritten postage rates must be displayed conspicuously for the benefit of the public.
- 5. The posting box must be cleared by Sub-Postmasters or postal agents personally four times on non-mail days as follows:- 8 a.m., 12 noon, 2 p.m. and 4 p.m. and on mail days as often as necessary. Correspondence thus collected must be tested to ensure that correct postage according to its class and weight is paid and that invalidated postage stamps are not used.
- 6. Stamps must be cancelled lightly and legibly and correspondence sorted according to destinations and tied securely, in bundles ready for despatch.
- 7. Insufficiently pre-paid correspondence must be taxed and the amount due inserted thereon.
- 8. Letter bills must be prepared for every despatch. The serial number, the quantity of registered articles forwarded must be written by the Sub-Postmaster or postal agent who will date stamp and sign all letter bills.
- 9. Bags containing mails for despatch must be tied securely twice round their necks with strings, labelled correctly and sealed, properly. The labels must show the offices of origin and destination, how routed, serial number of mail and date of despatch.
- 10. The seal (lead or wax) must show an impression of, the name of the office of origin.

REGISTERED CORRESPONDENCE

- 11. The accepting officer of a Registered letter or packet will first ascertain the correct postage (Stamps will be affixed by sender). The officer will draw out a receipt, entering on it the amount of the postage paid. The receipt will be postmarked, signed by the officer and handed over to the sender. The stamps will be properly cancelled and the letter date-stamp over the sealed flap of the envelope.
- 12. Sub-Postmasters or postal agents will enter daily in the Outwards Record all registered articles posted. The Record will be kept up to date by writing in it how letters have been disposed of.
- 13. Registered correspondence for despatch will be listed according to their serial numbers and in triplicate.
- 14. Registered correspondence will be placed in sealed bags or packets with list, in duplicate, enclosed. The registered bag or packet will be put inside an outer mail bag made up as required by Instruction Nos. 9 and 10.
- 15. The receiving officer of the mail will check the registered list, and if the total is correct, he will sign original and duplicate Registered List and forward the duplicate to the office of origin by return mail.
- 16. Registered correspondence for delivery at intermediate ports should not be listed and sent to Bathurst. Such correspondence will be treated as follows:-
 - (a) Prepare Green Slips.

- (b) Write out list in triplicate.
- (c) Forward registered items with slips and list in duplicate to office of destination.
- (d) Make entries in Outwards Register.
- (e) File returned and signed duplicate list and paste signed slip in book.

C. GENERAL

17. Locally posted registered letters for delivery at the office of posting should be entered in the Outwards (Daily Record of letters posted) and Inwards (Letters received for delivery) Registers and slips prepared by the accepting officer; the slip must be signed by the addressee and pasted in the Green Slip Book (See instruction No.3 (a) (b) (c) (d)).
18. Registered lists must always be prepared in triplicate. Two copies should be sent with all registered items, the quantity of which must be written in figures and words also.
19. The receiving officer of the registered mail will sign the registered lists. He will return, number and file the original and return the duplicate with signed green slips, if any.
20. Green slips should be prepared by Sub-postmasters or postal agents only for registered correspondence which are to be delivered at intermediate ports or at the office of posting itself.
21. All signed and returned duplicate registered lists must be numbered and filed; original lists from other offices must also be signed and the duplicates, which must also be signed, returned to office of origin by return mail.
22. In case duplicate lists (and signed green slips, if any) are not received by return mail a reminder must be sent and if this produces no result a written report should be made to the Postmaster, Bathurst.
23. The records (inwards and outwards), files of registered lists, Green slip Book, Registered receipt book must be sent to the Postmaster, Bathurst, quarterly for inspection.
24. Registered labels, date stamps, other stamps, parcels and registered correspondence must always be locked in the safe.
25. Postal matters which remain undelivered for one month must be returned to the Postmaster, Bathurst. The reason or reasons for non-delivery should be written at the back and initialled and dated by the Sub-Postmaster or Postal Agent.

35. PARCEL POST (OUTWARDS)

- (a) Sub-Postmasters will, when accepting parcels for despatch, first ascertain that the parcel conforms, in the matter of size, weight and contents, with Postal Regulations. In all cases of doubt on any particular point, the Postmaster, Bathurst should be consulted.
- (b) The Parcel should then be weighed; the Sender will complete Customs Declaration form, the appropriate postage will be collected and the relative postage stamps affixed by the sender. The Sub-Postmaster will then attach to the parcel the gummed label bearing parcel number, sign and date-stamp the certificate of posting (Post Office Form P.1029) and hand same to the sender.
- (c) All parcels will be listed on a Parcel Bill, the original of which will be forwarded to the office of destination. Sub-Postmasters will list to General Post Office, Bathurst, all overseas parcels posted. The duplicate Parcel Bill should be signed and returned to the office of origin by the following mail.

36. PARCEL POST (INWARDS)

- (a) A Parcel Post Record Book will be kept, into which particulars of all parcels received will be posted. The details entered will be as follows:-
 No. of entry, Name of Addressee, No. of Parcel, Address of Parcel, Declared Contents,
 Declared Value, Duty Collected, Date of Delivery, Remarks.

- (b) On receipt of the parcel mail, parcels must be checked with parcel lists and the pink slips accompanying them. Any irregularity or discrepancy observed in the parcel mail must be reported by radio or otherwise by first opportunity to Postmaster, Bathurst.
- (c) Addressees or their authorised agents will be handed the relative pink slips which they must sign in ink or indelible pencil. The appropriate Customs Duty and other charges, if any, will be collected by the Sub-Postmaster before delivery is made.
- (d) Signed pink slips together with signed duplicate parcel bill which relates to the slips should be returned to Postmaster, Bathurst.
- (e) Parcels which remain undelivered for twenty-eight days must be listed and returned to Postmaster, Bathurst.
- (f) Parcel Bills, Pink Slips, Parcel Receipt Books, Parcel Records should be treated in the same way as those which relate to registered correspondence and the same precautions taken with regard to delivery. (See Instruction No. 3 (a), (b), (c), (d)).

LIST OF BOOKS IN USE
AT

Service.	Name.	Remarks.
1. MAIL	Mail Register	
2. MONEY AND POSTAL ORDERS	Inland Money Order Book* Money Order List Book* Certificate of Money Orders Issued* Postal Order Stock Book*	2 Sets are in use. Each set to be sent by every other mail to Bathurst.
3. REGISTRATION	Receipt Book Green Slip Book Register List Book Records of Registered Letters (Inwards)* Records of Registered Letters (Outwards)*	2 Sets in use. Each set to be sent to Bathurst every other quarters for inspection.
4. STAMPS	Stamp Album Stamp Stock Book*	
5. PARCELS	Receipt Book Pink Slip Book Parcels Register (Inwards)* Parcels Register (Outwards)* Parcel Bill Book	
6. SAVINGS BANK	Deposit Book* Withdrawal Book* Cash Book* Specimen Signature Book Record of Lost Parcels Books	2 Sets in use. Each set to be sent every other month to Head Office for checking etc.
7. ACCOUNTS	Cash Account Book* Surcharge Book General Duplicate Receipt Book	

*denotes that each book so marked deserves careful scrutiny.

Gambia 1953 Threepence Retouches

Len Weldhen

The query from our Most Worthy President (Ref. 1) re the retouches on the 1953 Threepence value arises only because he was born so young! These varieties were, of course, fully recognised by the members of the Gambia Study Circle and were comprehensively written up in *Stamp Collecting* as recently as the mid-fifties. Since then, however, they seem to have been quietly forgotten.

At that time the writer did purchase, and indeed still has, complete sheets of the five lowest values so that he can answer this apparent problem. As will be seen by the accompanying table every single line representing the aft mast and rigging has been the subject of occasional retouching. He finds, however, that the retouches to the foremast and its rigging to be rare. In nearly all instances the retouch is slight although occasionally there are two retouches on a single engraved line. With a sufficient supply of strips and blocks it would be possible to reconstruct the plate.

All Gambia specialists are aware that the vignette of *The Lady Wright* was also used for the Ten Shilling value. But here, due to that awful complaint common to all true philatelists viz impecuniosity - he could only acquire the bottom two rows of that value, which however is sufficient to prove that a different plate was laid down for that value.

The procedure would seem to have been

- a. Engrave a die showing the vignette leaving blank tablets for the value and the title, and subsequently harden.
- b. Using a transfer roller two subsidiary dies were produced.
- c. In the blank value tablet the appropriate value 3d. or 10/- was hand engraved.
- d. In the blank title tablet the words THE LADY WRIGHT were hand engraved (there are distinct differences between the two values). Also in the gap between the letters 'Y' and 'W' there were engraved on the Threepenny value six small horizontal lines of shading, but only five such lines on the Ten Shilling value.
- e. The two subsidiary dies were then hardened and by using transfer rollers a 6 x 10 plate was laid down for each value.

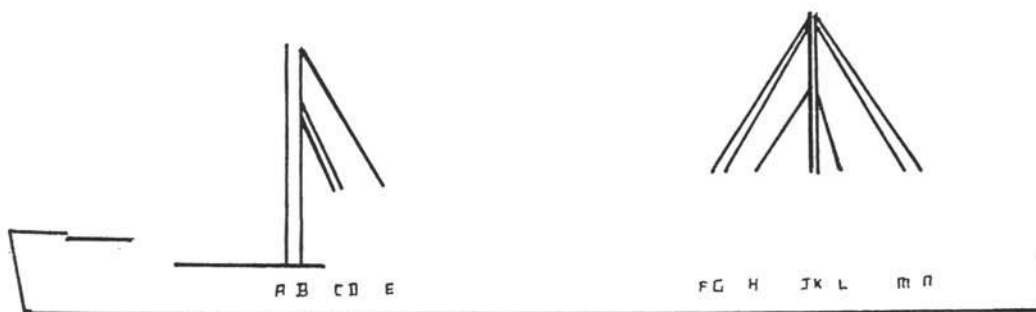
Was the Threepenny value plate retouched before the print run? If so, then all copies in existence will be more or less retouched. If, however, the plate was retouched during the print run then States One and Two would exist. The writer has never heard of the existence of two states but it might be worthwhile, and possibly rewarding, if members were to check their copies.

A further interesting difference between the two vignette plates is that the plate number 1 which in both instances is beneath the 60th impression, is upright on the Ten Shilling value and has a medium length curved serif, but on the Threepence value the figure has a slight lean to the right having a much larger curved serif.

Who said that Q E 2 stamps were just pretty labels?

In the table the presence of a letter indicates the existence of a retouch on the particular line shown in the sketch.

Row 1	M N	K M N	C D F G K M N	K M N	E F G K	F G K M N
Row 2		M N	F G L M N	F G K L M N		K M N
Row 3	F M	F G K L M N	F K L M N	F G K M N	F G M N	F G K L M N
Row 4	F J K L M N	C D F G H J L M N	E M N	F G H J K L M N	J K L M N	
Row 5	H J M N	F G K L M N	D M N	F G H M N	F G H	K
Row 6	F G J L M N	F G H	F N	F G H L M N	F G H L M N	H J K L M N
Row 7	J M	J K L M N	G H J K M N	F G H J K M N	F G H J K L M N	G H M N
Row 8	H J L M N	F G H J M N	M N	F G J M N	F G H J K M N	F G H L M N
Row 9	F G L M N	F G H L M N	F G H M N	F G H J L M N	H J L M N	F G H J K L M N
Row 10	F G H L M N	F G H J K L M N	F G H K M N	F G L M N	F G K	F G J K



The masts and rigging on *The Lady Wright*

Reference

1. Roberts M., "Gambia Queen Elizabeth 3d Variety?", *Cameo*, Volume 5 p252, WASC, July 1997

French Cameroun : Perforations of the 1946 Set

Rob May

Some years ago Michael Wright, of the Study Circle, reported a perforation variety on the 1Fr value of the 1946 definitive set as surcharged in Sterling currency for temporary use in the former British mandated territory after re-unification on 1 October 1961. The 1Fr was the basic stamp for the ½d surcharge. The variety was listed by Stanley Gibbons as perf 12. Neither Yvert nor Michel refer to it.

The 1946 series was a long-lived set, running beyond independence. It was eventually replaced by the "Republique Federale" animal designs of 1962-64. The entire set was recess-printed by Institut de Gravure, Paris; which is not to be confused with the Government Printing Works, Paris which printed most French colonial stamps before independence.

The stamps are of two sizes. The low values, up to 25Fr measure 22.5mm by 36.75mm whilst the air mail values of 50 Fr and above are 26.5mm by 49mm. In each case they are a mixture of horizontal and vertical formats and to avoid repetition I will be referring to the "short edge" and "long edge" so that the text refers equally to either format.

The listed perforation for all values is 12.5, but in fact all the larger format high values appear to be perf about 12.8.

The majority of examples of the low values are perf 12.5 all sides, with 24 perforation holes on the long side. A minority show 23 holes on the long sides, equating to perf 12. In each case the holes seem to be made by a comb perforator with the verticals and horizontals meeting at all corners with a single hole. If the short sides were perf 12 there would have to be a half hole, whereas all the low values I have seen show 15 holes on the short side. The odd perforations are therefore best described as perf 12.5 x 12 (vert) or 12 x 12.5 (horiz).

I have checked a few blocks to establish whether the rogue hole applies to specific columns of horizontal format sheets or rows of vertical. I have not checked a complete sheet or a full width strip. I would be grateful if anyone who has such an item for any of the values shown on the table could let me know what they find. I have found no evidence that both perforations appear in the same sheet.

An alternative theory is that the 23 hole perforator came into use late in the life of the set, bearing in mind that the first discovery was of one of the Sterling surcharged stamps. I have therefore checked dated used examples, with results so far as shown in the table. More dated copies would be very helpful but it is certain that both perforations of some values were in use simultaneously and that the 23 hole perforation appeared as early as 1950. Even so the 23 hole stamps were a minority throughout. Other values may not have appeared with 23 holes at all; it is interesting that both the "mixed" covers include 24 hole 4Fr values.

Unless it can be shown that both perforations appear in the same sheet, it seems that these printers had two slightly different comb perforators in use throughout the 1950s and that the 23 hole one was used a lot less than the 24 hole. The same printers produced stamps in 22.5mm by 36.75mm size for the other French colonies in West Africa in the post war colonial period; namely French Equatorial Africa, French West Africa and Togo. They do not seem to have printed for any other colonies. It is worth looking at these sets, as I have recently found the AEF 5Fr used perf 12.5 x 12 (dated 1952) and the AOF 10Fr used perf 12 x 12.5 (dated 18 December 1958).

All four sets also display a wide range of colour variations and papers, none of which appear in the well known catalogues. I think they are well known to French colonies specialists and I would be pleased to hear where there may be any previous research on the printings, or even whether the printers' original records are accessible.

TABLE

SG No.	Value	Mint	Used	Date Range	NOTES
232	10c	5 shades			
233	30c	2 shades			
234	40c	1			
235	50c				
236	60c	2 shades			
237	80c				
238	1Fr	1	3 shades	5 Feb 1958	One cover with p12½ 4Fr
239	1.20Fr				
240	1.50Fr				
241	2Fr				
242	3Fr	1	2 shades	1 Jan 1954 - 1956	One cover with 2x2Fr & 2x4Fr, all p12½.
243	3.60Fr	1			
244	4Fr				
245	5Fr				
246	6Fr		1	20 Jun 1958	
247	10Fr	1	2		
248	15Fr	1	6	10 Nov 1953 - 9 Jun 1957	
249	20Fr	1	5	1950	
250	25Fr	1	8	1952 - 16 Jun 1954	

TOTAL 12 different values plus ½d on 1Fr found to date.

The 1Fr, 2Fr and 10Fr values are also found with Sterling surcharges. So far I can only record the ½d on 1Fr value p12½ x 12.



Gambia "O.A.S." Endorsement

Oliver Andrew

In an early *Cameo* (Ref. 1), F.G. Howe reported a 1948 cover from Kuntaur to Bathurst marked "J.B.N. / O.A.S.". It was a 2½d Great Britain postal stationery envelope, had received a 'T' mark as well as '3^D TO PAY', but these had been deleted.

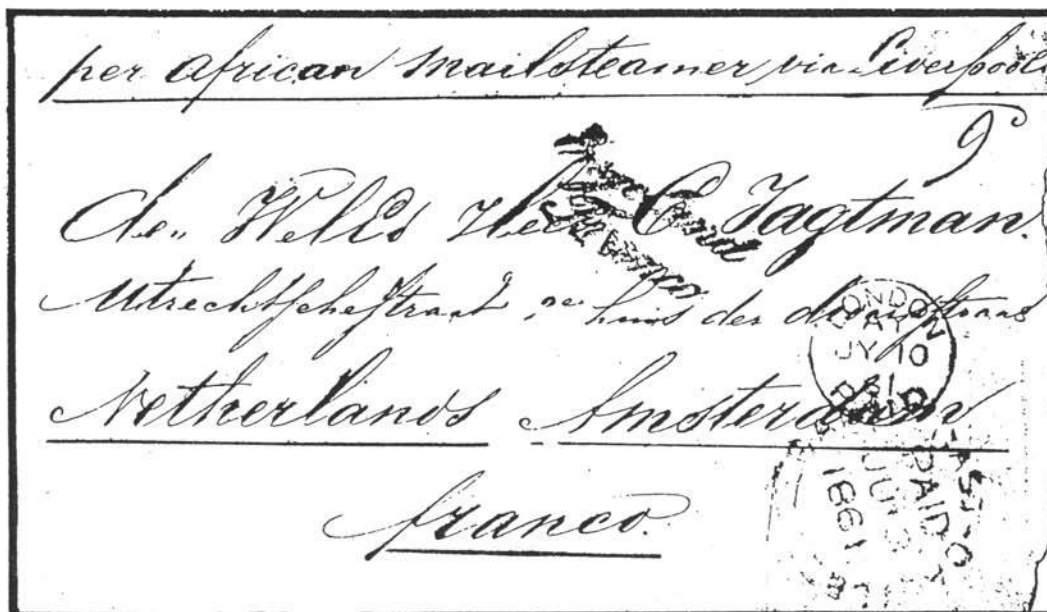
I have recently acquired a 15 February 1949 cover from Bathurst to the United Kingdom marked "O.A.S.". No charge has been raised. Can this really mean "On Active Service"? Though if not, what can it stand for?

Reference

1. Howe F.G., "The Gambia", *Cameo*, Volume 1 p76, WASC, July 1976

The Dutch Possession of Elmina

Jeremy Martin



Elmina to Holland - 12 June 1861

This entire was written in the Dutch language at Elmina on 12 June 1861. At that time Elmina was a Dutch Possession and remained so until 6 April 1872 when the Dutch handed over Elmina Castle and all their other places on the Gold Coast to the British (Ref. 1).

The letter was sent pre-paid through the Gold Coast post receiving a red 'CAPE-COAST-CASTLE / PAID / JU 13 / 1861' datestamp. The red manuscript 9^d would indicate a rate 9d of per ½ ounce to Holland.

It was routed via Liverpool, London (10 July 1861) and Amsterdam (12 July 1861). A black 'Engeland / Franco' (England Paid) handstamp was applied in Holland.

Reference

1. Ward W.E., *A Short History of the Gold Coast*, p165, Longmans Green & Co. 1935

RAF Takoradi Postal Frank

Robin Davis



Forces Airmail Takoradi to Southampton - 31 October 1949

The cover illustrated above bears a boxed two line cachet RAF Takoradi / Postal Frank which I do not recall having seen before. The stamps are cancelled by Mackin Type 18 (Ref. 1) or Proud Type D6 (Ref. 2), the large double ring cancel with dots. Mackin gives dates of usage for this postmark as '1949' whereas Proud provides a range of 28 October 1949 to 28 November 1949. Can anyone shed any light on the use of this cachet or explain why the postmark had such a short life?

Editor's response:

The use of this cachet was explained in a series of articles by Roy Lambert and Jeremy Martin in earlier Cameo articles (Refs 3, 4 and 5). In summary, this cachet was a mark applied by the RAF to confirm that the item of mail was eligible for the reduced Forces Airmail Rate of 2½d. There were three types of this mark, with this one being designated Type (i). Robin's cover provides a new earliest recorded date.

References

1. Mackin M.T., *The Gold Coast ... Cancellations 1875-1957*, p132, WASC, Revised edition 1990
2. Proud E.B., *The Postal History of the Gold Coast*, p449, Postal History Publications Co., Heathfield 1995
3. Lambert R., "R.A.F. Aerial Survey of British West Africa", *Cameo*, Volume 3 p204, WASC, July 1988
4. Martin J.J., "R.A.F. Aerial Survey of British West Africa", *Cameo*, Volume 4 p70, WASC, January 1991
5. Lambert R., "R.A.F. Aerial Survey of British West Africa", *Cameo*, Volume 4 p84, WASC, July 1991

Queen Victoria Gold Coast Inland Postal Orders

Peter Newroth

The illustration of a George VI Postal Order in Cameo (Ref. 1) prompted me to describe and illustrate the distinctive Postal Orders used in the Victorian period. Also, after years of searching to acquire material to accompany postal order archival material in my collection, I was fortunate to acquire a used example of an Inland Postal Order at the Pacific 97 exhibition in San Francisco.



Figure 1 - Top example from Appendix sheet

The Gold Coast administration proposed in 1891 to establish an Inland Postal Order system with production of Postal Orders of values 1/-, 1/6, 2/6, 5/-, 10/- and 20/-. The Crown Agents were advised by the printers De la Rue in correspondence dated 1 December 1891 that specimens were prepared for Postal Orders of the same character as those used by most other colonies. The printers attached an Appendix comprising two pages on which were mounted six colour proofs (all from the 1/- die, but in different colours) and inscribed "GOLD COAST COLONY CAPE COAST", with the proposed values written in pen beside each proof. Figure 1 illustrates the top example from this Appendix.

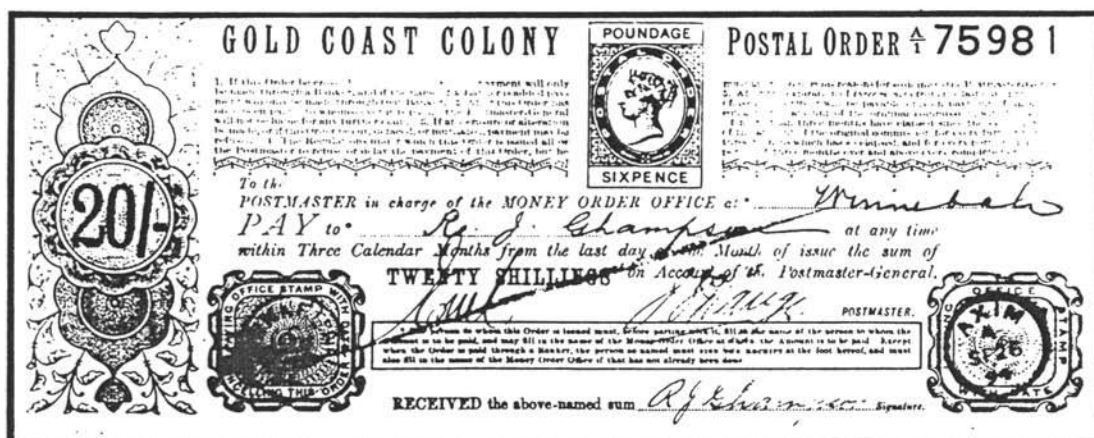


Figure 2 - Postal order used 26 September 1894 issued at Axim

Approval was granted to proceed in due course and De la Rue invoiced the Postal Orders, accompanied with 20 boxes and keys for use in the various offices in the colony, on 8 December 1892. The used Postal Order shown in Figure 2 indicates that the same pattern as the proof was used in the final product, but no office of issue was printed on the order, this would have to be indicated by a datestamp.

The Gold Coast post office report for 1892 indicated that plans were being made for implementation of a Postal Order system for interchanges of small sums between parts of the colony. The objective was to help reduce public violations of postal rules prohibiting the sending of coin in letters. At this time Money Order business was restricted to only three offices in major towns, increased to five offices by 1896.

It was reported in the *Gold Coast Gazette* of 30 April 1894 that the Inland Postal Order system came into operation on 1 March 1893, and that 2918 Postal Orders were sold in ten months, with a revenue (poundage) of about £40 to the colony. This transaction fee or poundage ranged from 1d on the 1/- Postal Orders to 6d for the 20/- Postal Orders. Post office reports for subsequent years indicated that there was a gradual increase in use of Inland Postal Orders, peaking at £90 revenue in 1898 but declining later due to increasing use of Money Orders for small sums. The remittance of low amounts by Money Order was cheaper than by Postal Order.

I would like to express my thanks to Michael Ensor who kindly reviewed and improved this article.

Reference

1. "Gold Coast George VI Postal Orders", *Cameo*, Volume 5 p261, WASC, July 1997



Gold Coast Colony War Savings Stamps

Chris Miller

I have recorded two different examples of this 'Cinderella' item, namely a 1d dark blue and a 6d red, both on multiple crown CA watermarked paper. As this paper was only introduced in 1921 the war must be the Second World War, but have any members any further information? In particular, are there any other values?

Editor's response:

These savings stamps have been referred to in two earlier Cameos. Jeremy Martin reported (Ref. 1) that De La Rue essays are in the Crown Agents Archives for 1d dark blue and 6d red, both dated October 1943, and that a similar essay in pale blue was dated July 1944. No other values have been reported.

The other article (Ref. 2) reports an example of the 1d pale blue used at Labadi on 6 October 1951.

References

1. Martin J.J., "Gold Coast Material in the Crown Agent Archives", *Cameo*, Volume 5 p213, WASC, July 1997
2. Newroth P., "Gold Coast War Savings Stamps", *Cameo*, Volume 3 p254, WASC, July 1989



Gold Coast Tax Mark?

Charles Leonard

In response to the question raised in the last *Cameo* (Ref. 1), I am fairly certain that the so-called 'T' handstamp was applied at Cape Town.

In 1864 the Cape of Good Hope began issuing a series of numeral cancellations and Cape Town was, naturally, allocated the number 1. Bob Goldblatt's book (Ref. 2) lists several types and variants of these handstamps. The normal is an upright oval with varying numbers of horizontal bars, or it can be found with the 1 reversed. The handstamp illustrated in the previous article has a recorded type of 1 in a horizontal oval.



Upright Oval



Reversed 1



Horizontal Oval



Strike from
Gold Coast cover

It is understandable that this final example was misinterpreted as a T given that it is somewhat worn and over inked as well as been struck inverted. Why it was used so late and its reason for use in this instance is not clear. Perhaps one of our South African members could offer an explanation.

References

1. Walton F.L., "Gold Coast Tax Mark?", *Cameo*, Volume 5 p262, WASC, July 1997
2. Goldblatt R., *The Postmarks of the Cape of Good Hope 1792 - 1910*



King George V Découpage Flaw

Frank Walton

Peter Fernbank (Ref. 1) describes that the ghosting of the design, usually best seen in the scroll work at the base of the stamp, is created by a less than perfect 'make-ready' of the plate in preparation for printing. When this occurred the result was to allow the plate to drop as the pressure of the paper roller forced down the high areas of the design. The effect was to produce a 'ghost' impression of some areas of the design, whereby the lagging edge of some areas to be printed are immediately followed by a duplicate white image.

This variety can occur on any stamp printed by this technique, such as the Gold Coast 20s example taken from an auction catalogue illustration. It would be interesting to produce a list of West African stamps that exist. I have never recorded such an item from Sierra Leone.



Reference

1. Fernbank P.E., *King George V Key Plates of the Imperium Postage & Revenue Design*, p29, WASC Banbury 1997

King George V Specimen Overprints on Yellow Paper

Frank Walton

Whilst examining three copies of the Sierra Leone 3d value (SG116b) all overprinted SPECIMEN, I noticed that one was on pale yellow paper (ie SG116ba) rather than the usual yellow. This variety has not been recorded before to my knowledge, and is not mentioned by Philip Beale (Ref. 1), James Bendon (Ref. 2), Peter Fernbank (Ref. 3) or is catalogued by Gibbons.

From Beale we know that there were five printings of the large format 3d (viz Nov 1912, Dec 1912, Oct 1916, Feb 1920 and May 1921); Fernbank gives a definite date for the introduction the pale yellow paper which means that SG116ba must come only from the 11 May 1921 printing.

The significance of this printing date is that it was from the same requisition as the first Sierra Leone small format definitives from Die II which were on Script CA paper. These new values were sent to the UPU (whether because of the new watermark or new die is open to debate) and I hypothesise that the new 3d on pale yellow was included to make up a set. In any event, both Philip Beale and Peter Fernbank agreed that my stamp is SG116ba with a legitimate SPECIMEN overprint. In his book, Fernbank mentions that De La Rue did indeed send pale

yellow paper samples to the UPU from 1922, but that these were not always recorded in the De La Rue records.

Michael Ensor commented at the Chester meeting that in the Gold Coast in 1916 specimens of the 5s value were sent following a change of the paper colour on the back of the stamps only. Further, in 1922 new specimens of the 1s value were produced. In this case there had been a change to emerald paper but two earlier printings had been made without specimens being despatched.

Any further reports of specimens that are not in the catalogue would be welcomed. I suspect that other yellow and green paper varieties are out there waiting to be discovered.

References

1. Beale P.O., *The Postal Service of Sierra Leone...*, pp168&205, RPSL, London 1988
2. Bendon J., *UPU Specimen Stamps*, pp182-3, James Bendon, Limassol Cyprus 1988
3. Fernbank P.E., *King George V Key Plates of the Imperium Postage and Revenue Design*, pp39-44, WASC, Banbury 1997



Nigeria 1953-58 2d Tin Definitives - Corrections

Frank Walton

A few gremlins found their way into Tony Simmonds' article in the last *Cameo* (Ref. 1) - all of which were completely your editor's fault by not proof reading scanned text properly. Sorry Tony.... The most significant mistakes were:

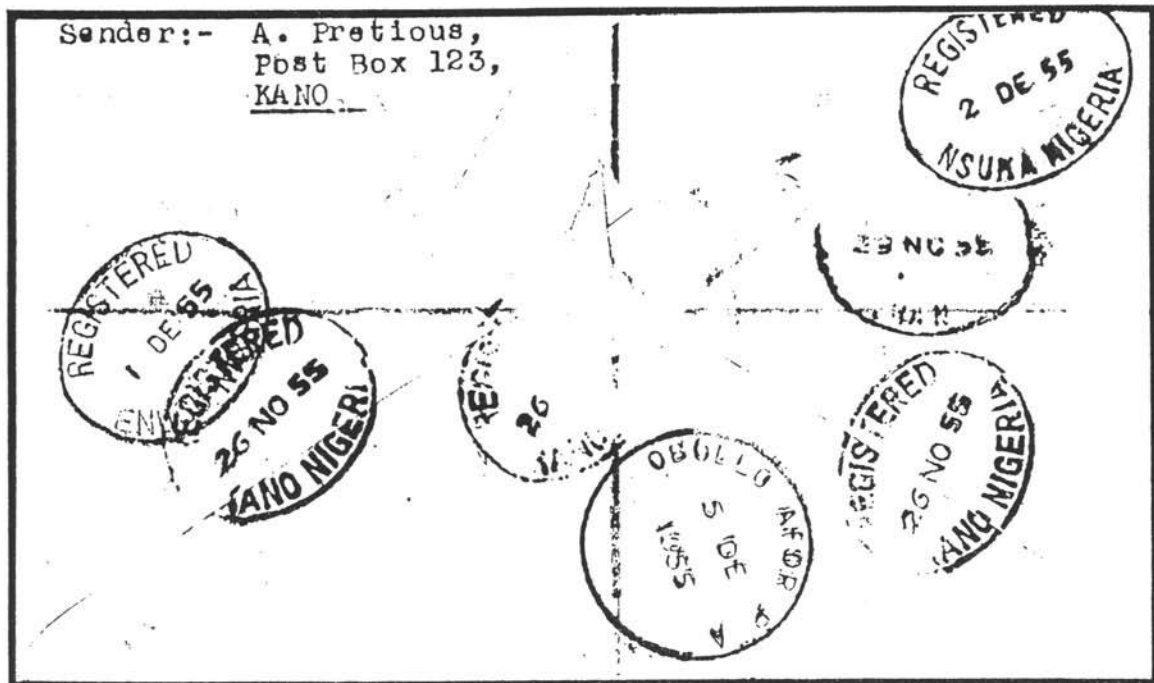
- Page 266, column 1, paragraph 3 : 'laid' should read '1½d'
Page 267, column 1, paragraph 1 : 'The extra dots' should read 'Three extra dots'
Page 267, column 1, paragraph 2 : 'r51s3' should read 'r5/s3'
Page 267, column 2, paragraph 2 : 'to tight of' should read 'to right of'

Reference

1. Simmonds A., "Nigeria 1953-58 2d Tin Definitive", *Cameo*, Volume 5 pp266-7, WASC, July 1997

Postmark with Spelling Error from Nsukka, Nigeria

Michael Wright



The scarce, short-lived postmark with the spelling error **BATTHURST** from the Gambia is well known, but others from West Africa are not frequently come across. I have noticed an error on a Nigerian registered postmark.

The cover illustrated travelled from Kano in Northern Nigeria via the post office of Nsukka in the Eastern Region to the agency at Obollo Afor. Registered postmarks correctly inscribed **NSUKKA** are recorded by Neville Jones (Ref. 1) and Ted Proud (Ref. 2) and illustrated by the latter. This example, however, has only one K, ie reads **NSUKA**. Maybe it was spotted by the post office and withdrawn quickly, or maybe there are several others around; reports would be welcome.

References

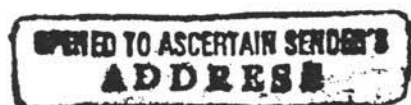
1. Jones N.M., *The Cancellations and Postmarks of Nigeria 1914-1980*, p172, WASC, 1993
2. Proud E.B., *The Postal History of Nigeria*, p619, Proud Bailey, Heathfield 1995

Gambia Returned Mail

Mike Roberts

A collection of covers from the 1980s recently came my way which featured about a dozen items which had all been returned to the sender for a variety of reasons. There were three handstamps and one label which were new to me. Although the covers had a variety of destinations (including UK, USA, Belgium and Mali) there were several internal covers which confirm the allocation of each of these items to The Gambia.

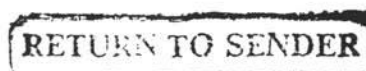
The fourth example below appears to be the same as the one mentioned by Oliver Andrew in an earlier *Cameo* (Ref. 1), although the wording is slightly different in that 'BELOW' is not included there.



OPENED TO ASCERTAIN SENDER'S
ADDRESS

Handstamp

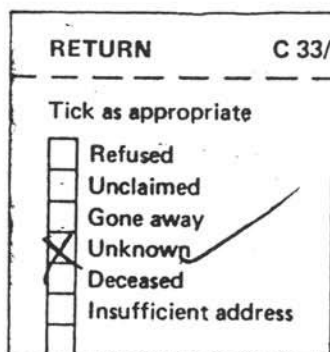
8 Examples, 7 black 1 purple
Earliest = 23 Jan 1987
Latest = 7 Jun 1988



RETURN TO SENDER

Handstamp

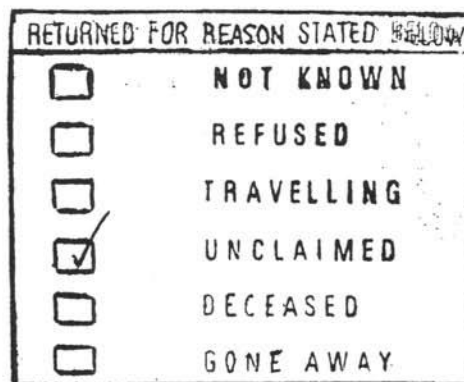
4 Examples, all purple
Earliest = 30 Jul 1987
Latest = 24 Nov 1987



RETURN C33/ ...

Pink label, black ink

1 Example
23 Jul 1988



RETURNED FOR REASON STATED BELOW ...

Handstamp

7 Examples, 5 purple 1 black 1 blue
Earliest = 27 Jun 1986
Latest = 24 Nov 1987

Reference

1. Andrew O., "Gambia - A New Instructional Mark", *Cameo*, Volume 3 p224, WASC, January 1989

Sierra Leone - Posted Out of Course

Ray Revell and Frank Walton

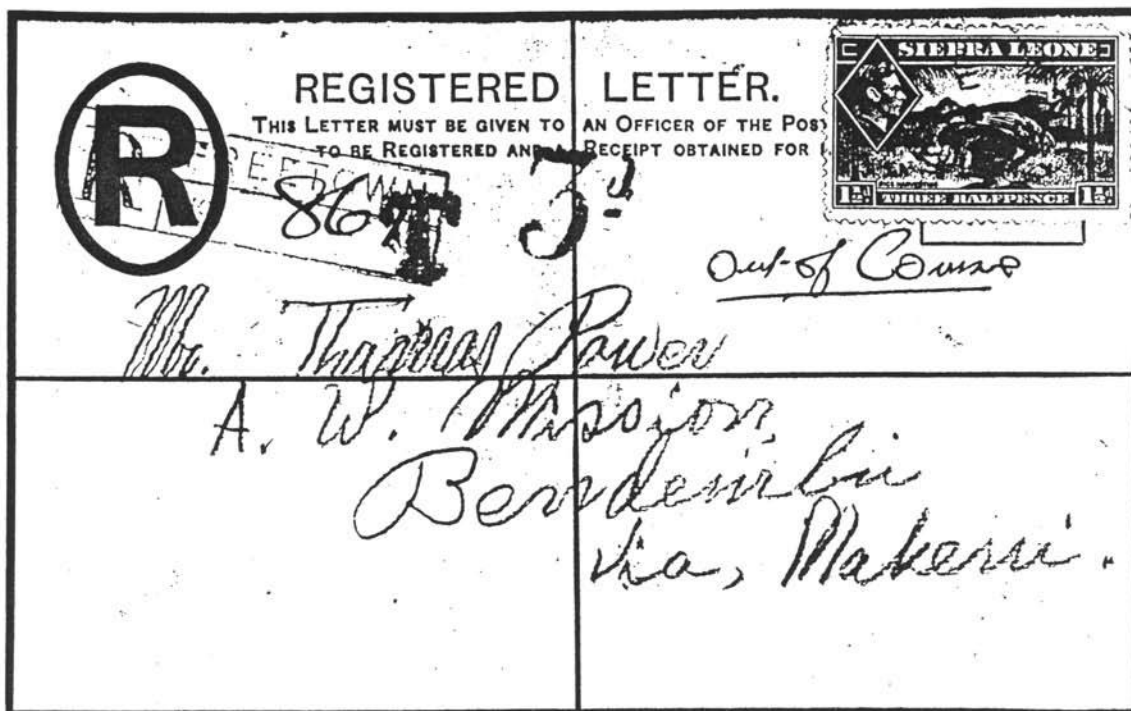


Figure 1 : Registered envelope from Freetown to Bendembu 17 June 1941

This internal registered letter has raised several most interesting points. Firstly, a description of the cover and its markings; it is a King George VI 3d registered envelope bearing a 1½d definitive stamp. This correctly pays the one ounce internal letter rate plus the registration fee (Ref. 1). On the back is a Freetown registered oval of 17 JU 41 and an unidentifiable (but probably Makeni) cds of 18 JU 41. The cover has been endorsed in manuscript *Out of Course*, and has a rectangular Freetown registered handstamp in addition to a tax 'T' and a 3^d. The 'T' is Walton Ref. 707.01, but the 3^d is an unrecorded example of WASC type M12 (Ref. 2). The reference to *Out of Course* indicates that the letter was dropped into a pillar box rather than being handed in at a post office.

3^d

3^d Handstamp
Allocated Walton
Ref. 712.03

Philip Beale was invited to comment on this item, and he recalled a Victorian local Gambian cover which had a similar 3^d mark. The Gambia cover was re-addressed to Sierra Leone, so as this was previously the only recorded example of the 3^d handstamp, it could not be positively allocated to either Gambia or Sierra Leone. From a close examination of the two covers, it is clear that the same handstamp was applied to both letters at Freetown.

So why was the tax of 3d raised? In the 1892 Postal Regulations fully reproduced by Ted Proud (Ref. 3), there is a clue:

77. Every article to be registered shall be given to an officer of the post office and a receipt obtained for it. It must not be dropped into a letter box.
78. If dropped into a letter box marked registered, a fee of 8d shall be charged on delivery within the Colony. If for any place abroad, it shall be regarded as an ordinary letter.

From this it is clear that a charge was once raised for this breach of regulations - but why 3d in 1941?

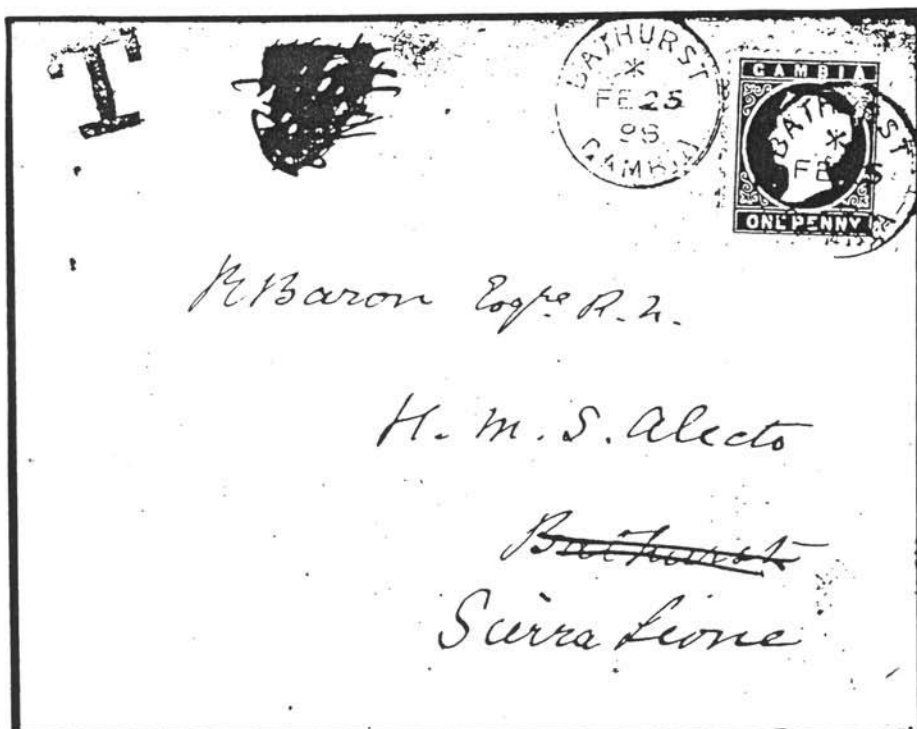


Figure 2 : Gambia internal cover of 25 February 1898, readdressed to Sierra Leone.
 The 3d tax was double the difference between the local rate (1d) and the Sierra Leone rate (2½d).
 It is probable that the letter was accepted at the seaman's rate of 1d, hence the surcharge was deleted.

The next observation relates to the addressee and the address, Mr Thomas Power at the A.W. Mission, Bendembu. One of our American members, Don Carter, was born at Kamabai and raised in the American Wesleyan Mission at Bendembu. His father wrote an autobiography covering this period of his life (Ref. 4), and had the following to say about one Powa Thomas (not Thomas Power as on the envelope):

“About this time (c1930), a Loko young man from the Gbendembu chiefdom, who had been well educated in a Freetown school, returned to his Loko people. Although he wanted to become a dresser (male nurse) in the hospital, there was no opening for him at that time. Consequently he agreed, at my earnest request, to try his hand at teaching. This young man, Powa Thomas, succeeded in establishing the first day-school in the Gbendembu chiefdom... Eventually, he became, in addition to his teaching and church duties, the town mail clerk and banker.”

We would like to thank Philip Beale, Stewart Duncan and Don Carter for their assistance in pulling together all of the disparate pieces of this particular jigsaw. A fascinating example of the great width and depth of postal and social history.

References

1. Beale P.O., *The Postal Service of Sierra Leone...*, p16, RPSL, London 1988
2. Walton F.L., *The Postmarks of Sierra Leone 1854-1961*, pp90-91, WASC, Sheffield 1990
3. Proud E.B., *The Postal History of Sierra Leone*, p64, Proud Bailey Co Ltd, Heathfield 1994
4. Carter C.W., *Missionaries Extraordinary*, pp50-51, Author, Marion Indiana USA 1982

UK 8d Rate to West Africa During World War II

Robert Johnson

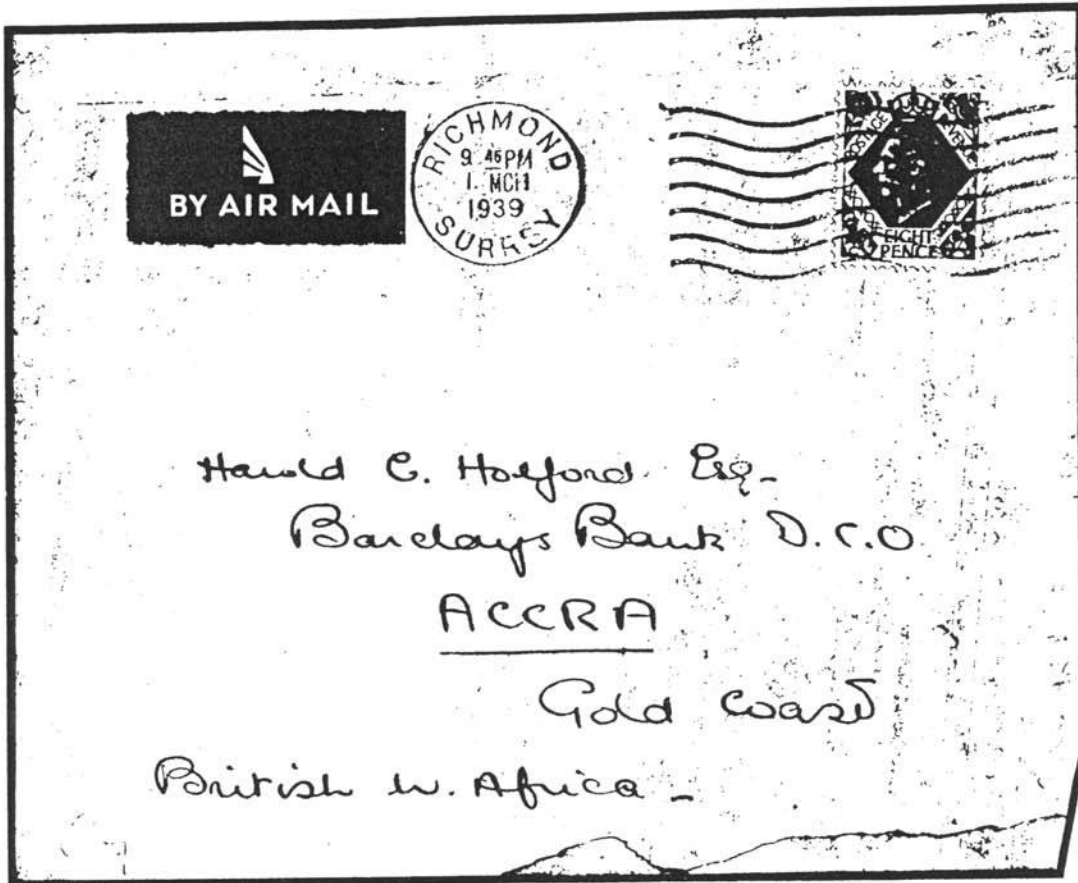


Figure 1 : 8d Rate Richmond to Accra, Gold Coast - 1 March 1939

I acquired the Gold Coast item (Fig. 1) some while ago for a collection on Dulac, and reached the conclusion that the 8d rate was an aberration until I came across the Togo item recently (Fig. 2).

There is nothing in ordinary British Post Office airmail rate guides which shows an 8d airmail rate outside Europe. Proud (Ref. 1) does not mention this rate for the Gold Coast or Togo or for any other French Colony in West Africa. The section at the end of Proud's book (p493) which deals with French airlines mentions the use of the Aeromaritime service but quotes the usual 1s 3d half ounce rate. The section for Morocco is of no further help as no 8d rate and only Toulouse to Casablanca is mentioned.

The Togo cover adds to the information because of the route endorsement *Via Lisbon Casablanca*. The arrival Lome datestamp of 4 February 1942 indicates a substantial delay somewhere en route as the stamps were cancelled at Kilburn (London) on 23 October 1941.

It would be appreciated if any members could add any further information on these covers.

Reference

1. Proud E.B., *Postal History of British Airmails*



Figure 2a Front : 8d Rate Kilburn to Lome, Togo - 23 October 1941

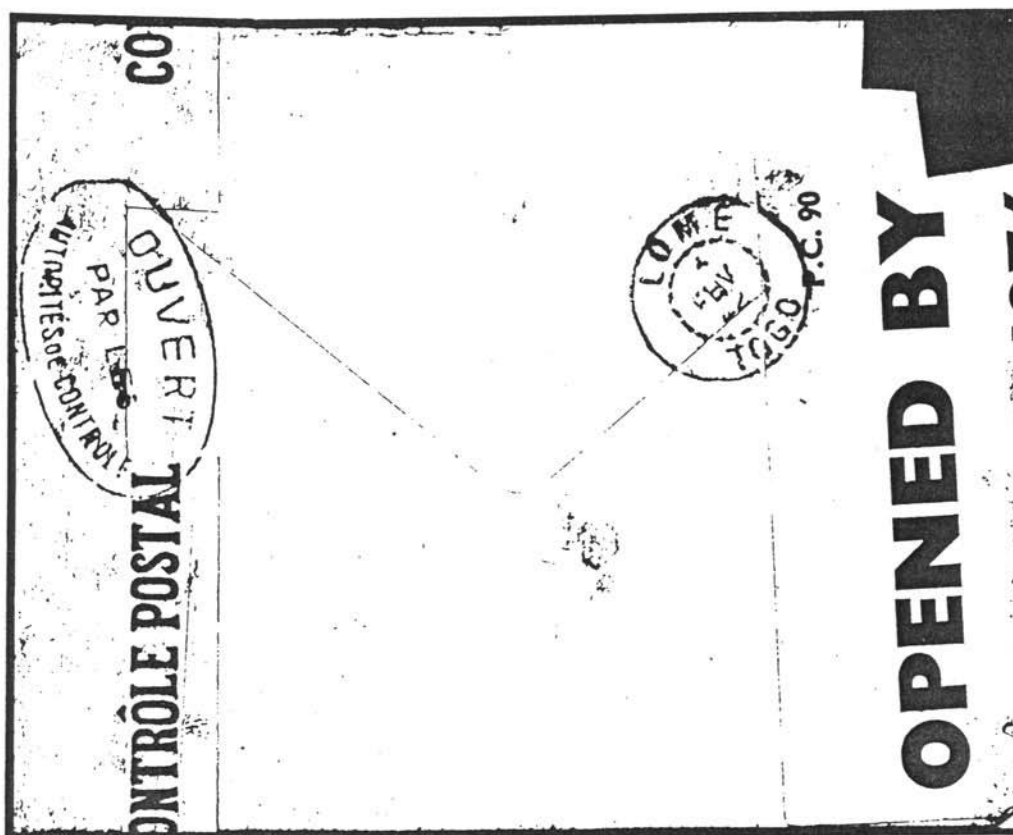


Figure 2b Reverse

Nigeria : Communications in the Late 1920s

Bob Maddocks

In 1929 a Military Report on Nigeria as prepared by the General Staff, War Office was printed by HMSO for official use only by the British Government. In Chapter 16 thereof is given a most detailed coverage of inter-communications to include postal, telegraph, telephone and Cable & Wireless. As it is so comprehensive and not previously researched, the content is repeated here for the overall interest of Nigeria collectors.

Of particular interest is the list of telegraph offices and their code letters. As is already known some telegraph offices in Southern Nigeria, on being upgraded to provide postal services also, used their telegraph datestamp to cancel postage stamps on the mail pending receipt of the standard postal datestamp. This was also the case in the early years of the British administered Southern Cameroons after being captured from the Germans when army communication units drawn from Nigeria used as a provisional measure "Southern Nigeria / Telegraphs" datestamps for postal purposes, notably at Bamenda, Dschang, Tinto and Ossidenge (Mamfe) (Ref. 1).

MILITARY REPORT ON NIGERIA

CHAPTER 16. INTER-COMMUNICATION

1. General System

Externally, Nigeria is served by ocean-borne mails and by submarine cable. Internally, the Posts and Telegraphs Department maintains the postal, telegraph and telephone services. There is a wireless station at Lagos for communicating with shipping, and broadcast receiving stations at Lagos and Kaduna.

The Posts and Telegraphs Department maintains postal and telegraph services to all towns of any size and the headquarters of the provinces and divisions, and runs local telephone services in the most important towns and areas of Nigeria. The Department has its headquarters in Lagos, and is organised in three divisions, subdivided into districts, as follows:-

Division	Districts	Chief Stations
Western (H.Q. Lagos)	Lagos	Lagos.
	Oshogbo	Abeokuta, Ibadan, Jebba, Oshogbo, Oyo, Ilesha, Ife, Ilorin, Ede.
	Benin	Benin City, Sapele, Warri, Forcados, Burutu, Koko, Ifon, Ubiaja, Agbor.
Eastern (H.Q. Enugu)	Port Harcourt	Bonny, Degema, Opobo, Port Harcourt, Aba, Enugu, Owerri.
	Calabar	Buea, Calabar, Obubra, Victoria.
	Enugu	Awka, Asaba, Onitsha.

Northern (H.Q. Kaduna)	Kaduna	Birnin Kebbi, Kaduna, Kontagora, Minna, Sokoto, Zungeru, Lokoja, Idah.
	Kano	Kano, Katsena, Zaria.
	Jos	Bauchi, Ibi, Jemaa, Jos, Keffi, Yola, Maiduguri, Potiskum, Damaturu.

2. Postal

The overseas mail services are performed almost exclusively by Messrs Elder Dempster & Co, Ltd. Mail steamers leave England at regular intervals for Nigeria, calling at Sierra Leone and the Gold Coast on both the outward and homeward voyages. Mails for Europe and America and other parts of the world are similarly transmitted through England. It would be possible to utilise more direct, though less regular, routes by the British and foreign boats which sail direct to North America and the Continent, whilst connection with South African vessels could be made at the Canary Islands.

As described in Chapter 12, Messrs Elder Dempsters' "Express" mail boats leave Liverpool for Lagos every fortnight, sailing on alternate Wednesdays. The usual time for the outward voyage is 15 days, the homeward run taking 16 on account of the call at Canary Islands. This service does not go beyond Lagos; mails are distributed thence by coasting steamer, river launch, rail and road. Messrs Elder Dempsters have recently arranged for their branch steamers to connect at Lagos with the outward and homeward mail boats, and distribute mails to Port Harcourt, Bonny, Opobo, Calabar and Victoria.

"Calabar" mail boats leave Liverpool once a month; this service does not now proceed beyond Port Harcourt, where transfer is effected to other agencies. Returning, the "Calabar" boats take passengers and mails from Lagos on the Friday following the week of arrival from England.

The coasting vessels by which mails are transmitted from Lagos and Port Harcourt to the other Nigerian ports include, besides the regular services mentioned above, Nigerian Government colliers and vessels belonging to the German Woermann Line and to numerous other companies, all available at short notice.

Mail launch services are run on the creeks and rivers, as follows:-

Lagos to the Forcados group of ports, fortnightly by the Marine, in conjunction with the Lagos "Express" boats, and once a month for the "Calabar" service. Includes the ports of Koko Sapele, Warri and Burutu. Average time taken, 2 days.

River Niger service. The Niger Company's River services from Forcados and Burutu to Baro, via Onitsha and Lokoja.

Port Harcourt district. By the Nigerian Marine from Port Harcourt to Degema and Brass, and from Port Harcourt to Opobo, in conjunction with the mails.

Cross River service. From Calabar to Itu by Elder Dempsters. From Itu to Ikom by Elder Dempsters during the rains, and by the Marine during the Dries. Across the estuary from Calabar to Oron a frequent service is run by the Nigerian Timber Company.

Particulars of these river services and of the craft used are given respectively in Chapters 12 and 13.

The Railway has travelling post office vans and staff on the following local trains: Lagos-Ibadan, Ibadan-Jebba, Minna-Baro, Minna-Zaria, Port Harcourt-Enugu. No sorting vans are attached to the through, or "boat" express trains. There are post offices at the majority of railway stations. Important towns which are off the railway but on motor roads have their mails carried by motor transport under contract; other towns and villages depend on postmen walking or using bicycles. There is no delivery from post offices except in Lagos itself, and mails must be called for by addressees. Some outlying parts of Nigeria, such as the northern Cameroons, take nearly three weeks to reach from Lagos, but generally speaking the delivery of mails has been considerably speeded up, and the mail runner with head loads is now only found on the more remote routes.

The G.P.O. is centrally situated on the Marina front in Lagos, but separate from the Telegraph Office. 147 post offices are open in the country, including 6 in the British Cameroons. Recent yearly business has averaged 7,000,000 letters, parcels, &c.

A considerable amount of mails is carried for the neighbouring French colonies; those for Niamey and Zinder are transferred to the French transport officer at Kano, though the former district will probably soon be served through Dahomey; Fort Lamy and the Lake Chad district get their mails via Jos and Maiduguri. Transport from British roadheads is by camel.

3. Telegraph

Communication is established between all important towns and most of the Divisional headquarters, the system being worked by the Posts and Telegraph Department. A list of telegraph offices, with their code names, is given in Table I.

Nigeria is connected to the capitals of the surrounding French colonies as follows:

Dahomey: Lagos to Porto Novo, via Abeokuta and Meko.
Niger: Minna to Niamey, via Birnin Kebbi and Gaya.
Cameroons: Victoria, via Buea to Duala, and Tinto to Chang.

The head office is at Lagos, situated in Catholic Mission Street, near the racecourse. The chief distribution centre is Oshogbo, 152 miles from Lagos on the western division of the railway, hence this section is of vital importance. Oshogbo is the apex of a main triangular route, via Kaduna and Enugu, from which branch work is transmitted. All seaports of importance are connected to the system. The railway telegraph and signalling apparatus is maintained by the Posts and Telegraphs Department, but operating is performed by the railway staff; all railway stations accept inland telegrams, but normally cablegrams are only received at postal telegraph offices.

As shown in the sketch-map, telegraph lines follow the railways and main roads whenever possible, thus the main routes are in the centre of Nigeria, with one or two long spurs, such as (a) Zungeru-Kontagora-Birnin Kebbi Sokoto, and (b) Makurdi-Ibi-Yola. The distances between many stations is great, and in case of emergency considerable patrol work would be necessary. The only route running parallel with the frontier is the old German line in the Cameroons, from Ikom to Bamenda and Victoria.

The backbone of the system is double current sounder working. Wheatstone automatic is worked from Lagos to Oshogbo and thence to Kaduna and Enugu. Duplex sounder sets are available and are worked between all the larger offices, such as Lagos, Ibadan, Oshogbo, Kaduna, Kano, Jos, Enugu, Aba, Onitsha, Calabar and Port Harcourt. Minor stations are worked by simplex sounder, and many of the isolated telegraph offices have vibrators (Army D2) teed in. Under normal working conditions the main lines are capable of carrying over 60 messages or 300 words per hour.

The policy of development is to introduce high-speed machine telegraphy and teletype instruments. The railway system has been overhauled and all stations re-wired.

Wires are all overhead, on iron poles; 200 lb galvanised iron wire is used on the railway lines, but will be replaced by copper wire as opportunity offers; on road lines, 150 lb copper wire is used. Poles used along roads are in two sections, weighing approximately 60 lbs each section, but a heavier type of sectional iron pole is installed along the railways; arms and brackets are of tubular galvanised iron with standard P.O. insulators. Altogether, there are over 14,000 miles of wire.

Along the River Niger and the delta streams, submarine cables are used instead of overhead wires; such cables connect Bonny, Port Harcourt, Forcados, Burutu, Warri, Sapele, Onitsha, Lokoja, Baro, Calabar, Eket and Degema.

The operating staff are all natives of the Southern Provinces or of Sierra Leone. Many of the senior men belong to the latter colony. Few Hausas have the necessary English education.

4. Telephone

Nigeria has no through system, but there are exchanges in the more important towns and areas. All the ports described in Chapter 11 are provided with internal telephone systems: Enugu, Ibadan, Jos, Kano, Kaduna and Zaria on the railway; Itu on the Cross River, Buea in the Cameroons. The Lagos Exchange links up Apapa, Ebute Metta

and Agege, and has been connected by a trunk line to Ibadan; Abeokuta will probably be included. The offices at Apapa, Zaria and Itu have recently been enlarged.

Calabar is connected to Itu and Ekot Ekpene. Railway stations can telephone to the stations next on each side. Lines are run overhead on iron poles except in Lagos, where the majority are underground; iron fixings, standard insulators, 40 lbs silicon bronze wire, magneto instruments and switchboards; Lagos and adjacent exchanges have complete semi-automatic installations; Port Harcourt, Zaria and Kano enlarged installations.

5. Cables

Nigeria is served by the Eastern Telegraph Company. There were formerly two cable stations, at Lagos and Bonny; the latter has now been closed but could be reopened at short notice.

Lagos to the United Kingdom, route via Accra (131 miles), Sierra Leone, Bathurst, St. Vincent and Madeira; cablegrams, however, go direct through intermediate stations.

Lagos to South Africa, via Principe (218 miles), San Thome, Benguella, &c. In case of interruption north or south of Lagos, communication remains open via Ascension. Lagos is connected to Kotonou, the capital of French Dahomey, by a cable belonging to the same company, 73 miles long. French personnel work the Kotonou end.

The cables were laid in 1886, and are unarmoured; their capacity is about 150 letters a minute. The instruments are Kelvin Siphon Recorder sets. Repairs are executed by the cable ship "Transmitter", which belongs to the Eastern Telegraph Company, and is based on Sierra Leone. The supervisors are British and the operators native personnel.

The landing place at Lagos is Victoria Beach, a steeply sloping foreshore 500 yards east of the harbour entrance. The land lines from the cable hut are buried except where they cross Five Cowrie Creek in a lead pipe underneath the road bridge. The cable office is next to the telegraph office, on the Marina, close to Government House grounds. Communication between the two offices is by hand. The cable hut is screened from view by bush, but the cables could be grappled up and cut beyond the range of rifle fire from the shore.

At Bonny, though the office is closed, the cables land on the left bank of the Bonny River in the northern part of the town, about 13 miles above the Bar. The cables have been joined up on the beach, but are still connected to the now empty cable hut. The bed of the cable is a prohibited anchorage, marked at night by a red and a green light on the shore and at day by two white beacons. Arrangements have been made with the Posts and Telegraphs Department for the cable, in an emergency, to be run into and operated from the Bonny post office.

6. Wireless

Nigeria is poorly provided with wireless or radio-telegraphic facilities. The Eastern Telegraph Company's station is at Lagos; the system is Telefunken, 1½ kw power; normal wave length 600 metres, code signal V.P.Y. The range is reckoned as 250 miles, but under favourable circumstances the station can transmit 600 miles and receive still further. The station was built in 1912 and stands near the shore, west of the harbour entrance. There are two aerial masts, 199 feet high, with ladders to the top, clearly visible from the sea.

Normally, the station communicates only with ships, but application has been made for a licence to work with other land stations. Touch may then be maintained with the British station at Sierra Leone and French stations.

The Posts and Telegraph Department has stations at Lagos and Kaduna for the reception of news from the United Kingdom, which normally work on a very high wavelength. It is proposed to erect a station at Enugu. An increasing number of private individuals have experimental sets, over 100 licences being issued.

The Nigeria Regiment, Royal West African Frontier Force, has two wireless sets which have done much useful work and are in touch with French stations and the Eastern Telegraph Company's station at Lagos.

French West Africa has a very complete wireless system, well suited to the needs of the Sudan region, which comprises most of their African Empire. They have powerful stations at Bamako and Rufisque, and numerous small posts, of which Lome, Kotonou, Niamey, Zinder, Nguigmi, Agadez, Fort Lamy and Duala are the nearest to Nigeria.

MILITARY REPORT ON NIGERIA

CHAPTER 16. INTER-COMMUNICATION

TABLE 1 Telegraph Offices

The following list gives the telegraph offices (exclusive of purely railway telegraphs) and their code letters:-

Aba	BA	Funtua	-	Meko	MK
Abakaliki	AI	Ibadan	IB	Minna	MA
Abeokuta	AT	Ibadan Residency	IR	Nafada	NI
Abuja	-	Ibi	BI	Numan	-
Afikpo	AO	Ife	-	Obubra	OB
Agbor	AG	Ifon	FN	Offa	OF
Agenebode	GB	Igbein Hill	-	Ogoja	JA
Ahoada	AH	Ijebu Ode	IE	Oguta	OG
Akode	AKO	Ikom	KM	Ogwashi-Oku	-
Akure	AK	Ikot Ekpene	IK	Okigwi	-
Apapa	-	Ilesha	HA	Ondo	-
Asaba	AB	Imo River	-	Onitsha	ON
Awka	WK	Ilorin	RN	Opobo	OP
Bamenda	BN	Iseyin	IN	Oron	OR
Bansara	BS	Itu	TU	Oshogbo	GO
Barkin Ladi	-	Jebba	JB	Owerri	OI
Baro	BR	Jemaa	JA	Owo	OW
Bauchi	BH	Jos	JS	Oyo	OO
Bende	BE	Kaduna	KD	Port Harcourt	PH
Benin City	BC	Kaduna Junction	-	Potiskum	-
Bida	BD	Kano	KN	Sapele	AP
Birnin Kebbi	BN	Katsena	KT	Sokoto	ST
Bonny	BY	Keffi	KI	Tinto	TO
Buea	BU	Koko Town	KK	Ubiaja	UB
Burutu	BT	Kontagora	KG	Ugwashi-Uku	-
Calabar	CR	Kumba	KB	Umuahia	-
Damaturu	-	Kwale	KE	Uyo	UY
Degema	DA	Lagos	LG	Victoria	VA
Duchin Wai	-	Lagos (Clearing House)	CH	Warri	WR
Ebute Metta	-	Lagos (Marina)	LM	Yelwa	TA
Ede	-	Lau	LU	Yola	YL
Eket	KT	Lokoja	LA	Zaria	ZA
Enugu	EN	Maiduguri	MG	Zungeru	ZG
Epe	PE	Makurdi	-		
Forcados	FR	Mamfe	-		

Reference

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

British South American Airways Corporation

Jeremy Martin

This airline is of interest to Circle members since, during the first period of its existence flights touched down at Bathurst. In January 1944 a group of shipping companies (Blue Star Line Ltd, Booth Steamship Co Ltd, Lamport and Holt Line Ltd, Pacific Steam Navigation Co and Royal Mail Lines Ltd) founded British Latin-America Air Lines.

In the summer of 1945, Air Vice Marshall D.C.T. Bennett was appointed Chief Executive. Next, in September 1945, the stock was purchased by British Overseas Aircraft Corporation (BOAC) and, in October, the name changed to British South American Airways, Ltd (BSAA). The following events are tabulated in date order:

- 9 October 1945** BOAC Lancastrian G-AGMG piloted by Capt. D.P.Jones left Hurn on a survey across the South Atlantic to South America. The route was Hurn, Bathurst, Natal, Rio to Buenos Aires.
- 1 January 1945** BSAA started six proving flights U.K.-South America with Lancastrians. On this day Lancastrian G-AGWG *Star Light*, piloted by Capt. D.C.T. Bennett, left Heathrow and flew via Lisbon, Bathurst, Natal and Montevideo to Buenos Aires.
- 15 March 1946** BSAA started a regular service London - Buenos Aires via Lisbon, Bathurst, Natal, Rio de Janeiro and Montevideo. This was the first British air service to South America.
- 5 April 1946** With the departure this day from London of the Lancastrian G-AGWJ *Star Glow* SSAA cut the London-Buenos Aires schedule from 77 hours to 56.
- 27 June 1946** Using Lancastrians BSAA inaugurated a weekly London - Santiago de Chile schedule. The route was Bathurst, Natal, Rio and Buenos Aires.
- 1 August 1946** BSAA Ltd became The British South American Airways Corporation established under the Civil Aviation Act, 1946.
- 30 August 1946** Lancastrian 3-AEWJ *Star Glow* crashed at Bathurst.
- 2 September 1946** York G-AHEW *Star Leader* crashed at Bathurst (Refs. 1 & 2).
- 23 September 1946** BSAA substituted Dakar for Bathurst as a stop on its London - Buenos Aires service. Barbara Priddy says she has always been puzzled as to the reason for the change said to be due to the *Star Leader* crash. Less than eight months later the *Star Speed* crash at Dakar provoked no such reaction.

Clearly other factors, such as Dakar being a bigger and better airport, must have been considered by BSAA and the *Star Leader* crash tipped the balance.

- 1 August 1949** BSAA amalgamated with BOAC.



Figure 1

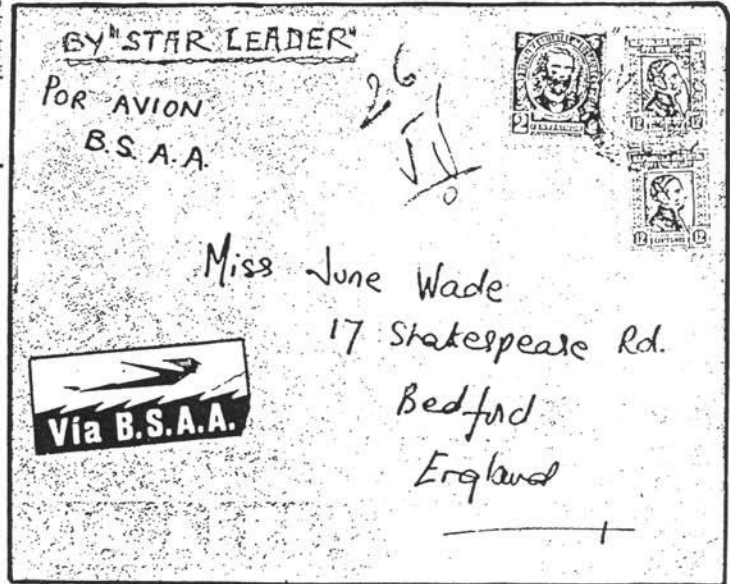


Figure 2

Figure 3



Markings on Mail

Generally, the air line used was shown in manuscript such as *Via Area B.S.A.A. - Londres*. Sometimes this was typed and the aircraft also named (Fig. 1). This cover was postmarked at Buenos Aires 25 January 1946 and travelled on *Star Dust* and has a London Back-stamp of 1 February 1946. Another cover (Fig. 2) has an airmail etiquette in light blue/dark blue. This was carried by *Star Leader* in August 1946 from Uruguay to England. Subsequently, *Star Leader* crashed at Bathurst in September 1946. A third example shows the use of a handstamp, as in Figure 3.



Figure 4

Ephemera

Various types of airline labels exist. The one illustrated (Fig. 4) is in yellow but it is also known in blue and green.

Acknowledgements

Almost all the information has been provided by others or observed from covers. I have merely put it together. Alan Gardiner of the Salisbury PS produced much of the background details but advised most of this was not his original research. Peter Hale, also at the Salisbury PS, provided the illustration for Figure 3. My thanks to Charles Leonard for certain information from his chapter on Airmails in the WASC publication *The Stamps and Postal History of the Gambia*. Barbara Priddy also read over my draft and gave much helpful advice and information. Information on first flights can be found in *Catalogue des Aerogrammes du Monde Entier 1950* by Frank Muller which was re-printed in 1970.

References

1. Martin J.J., "Gambia - The 1946 *Star Leader* Crash", *Cameo*, Volume 2 p68, WASC, January 1981
2. Maddocks R.J., "Aeroplane Crashes in The Gambia - *Star Leader* and Others", *Cameo*, Volume 4 p161, WASC, January 1993

Some Memories of the Sierra Leone Postal System

Don Carter

Editor's note : Don kindly provided this note following a specific request from myself. Can any members produce similar pieces from other West Africa colonies?

The information contained in this article was obtained from personal memories of the author and those of his mother Elizabeth Carter. The author interviewed his mother for this article in November 1997 when she was 95 years old. Mrs. Carter and her deceased husband Charles W. Carter were missionaries to Sierra Leone during three terms, spanning the years 1928 - 1946. The author was born in Sierra Leone in 1929 at Kamabia.

Postal service to the Sierra Leone interior was erratic and somewhat unpredictable in the early years of our service in Sierra Leone. The mission mail came to a little postal agency in Makene (Makeni) via the narrow gauge Sierra Leone Railway from Freetown. This railroad was constructed between 1895 and 1916. Makene did not become an official post office until 1937.

The mail would leave Water Street Station in Freetown three times a week on Tuesday, Thursday and Saturday, by train, then travel to Bauya where it was transferred to the branch line that carried it to Yonibana and finally Makene. This trip would take about ten or eleven hours. At one time the tracks extended from Makeni to Kamabai but this section of the line was discontinued before my parents arrived in 1928.

Mother and father were stationed at the little village of Bendembu (Pbendembu) which was about halfway between Makene and Port Loko. Since there was no regular mail delivery at the time to Pbendembu, mail had to be picked up at Makene. Our mail was addressed however to Bendembu via Makene. Mother described the Makene agency as being rather small and located in a room in a commercial store building. She did not think there were more than one or two agents responsible for mail.

We had a mission compound located at Binkola, a short distance from Makeni. Several times a month the missionaries at Binkola would go to Makeni and pick up the mail for all of the interior mission stations. They would then sort out the mail for the individual stations at Binkola, and then send the mail on by foot carrier, car or truck.

When my folks first went out to Sierra Leone there were no real motor roads in the interior, so the mail was delivered by consignment to a native runner or a missionary who might be going that way by bicycle or motorcycle. Sometimes a passing Court Messenger or even a District Commissioner might be asked to take mail to a station if he happened to be going that way. When my parents were in Africa the mission stations were located at Kamabia, Binkola, Bendembu and Kamakwie.

My mother told me that sometimes the mail would take two to three weeks to reach Bendembu from Freetown. She said that the trip from Freetown usually required about a day by train. If a package arrived for my parents they would usually have to go to Makeni and pick it up. Any duty on imported goods sent by mail had to be paid by someone in Freetown before delivery.

By their second term in Africa a motor road had been built from Makeni to Port Loko through Bendembu. This was in the middle 1930's. Mail could now be sent by lorry to Bendembu from Makeni.

When a letter was mailed at the Makene Post Office to the United States it took about four to six weeks for the letter to reach the States. Return mail took about the same period of time. Much would depend on which mail ship happened to be in the harbour at the time. The mail was usually transported on one of the Elder Dempster steamers passing through Freetown. Letters went by various routes on the high seas.

As mother recalled, postage rates varied from 1d per half ounce on inland mail to 3d per ounce on foreign mail. An exception was mail to the United Kingdom which cost 1½d for the first ounce.

About the time of WWII, my parents were able to send mail overseas by air. A problem did exist however according to my mother. There was no direct air service to or from Sierra Leone. Any airmail items had to go by ship to some location that had airmail service to the United States so it was still a slow process but faster than before. She did say that there was air service to Liberia and to Lagos, Nigeria at the time but she was not sure if mail for the States went via Lagos or Liberia. She was more inclined to think it may have been sent via Nigeria. Mother said that she does not remember any particular difficulty with censorship during WWII.

I recall very clearly seeing sheets of mint stamps in my father's office at the mission. He would buy these at the Makeni post office when he was in town. The stamps I remember were from series that are now known as the George V Rice Fields & Palm Trees definitives, the Wilberforce set, the Silver Jubilee set and the George VI Coronation and definitive series. I do recall being very impressed with the fine quality of the engravings and the rich colours of the inks. It was this exposure that I think first sparked my interest in Sierra Leone stamps. I only wish that I had collected samples of those mint stamps then. I was especially fascinated with the five shilling red, violet and black elephant Wilberforce stamp (SG 178, Scott 163). To this day I consider it to be one of the most beautiful stamps ever issued by any country.

My father on occasion would seal envelopes with a blob of sealing wax for security reasons. He would then impress a signet design on the warm wax surface. These letters were usually sent between mission stations or assigned to mail delivery within the country. I remember seeing coloured sticks of wax in his office, with blackened ends, that he had used to seal mail. A small alcohol lamp was used to melt the wax and after use there was always a disagreeable, residual odour about the sticks that I can not easily forget.

During my first two years of schooling, my mother taught me at the mission station using the Calvert system of Baltimore, Maryland. Class lessons were sent on a monthly basis to the States for review and grading and were then returned to Sierra Leone. Each set of lessons took about four to six weeks to make the crossing. Usually eight to twelve weeks after I completed a lesson assignment I would receive the returned assignment evaluated and graded. It is interesting to note that not one lesson was ever lost in the mail and I still have all the those lessons bound in a book in my possession.



Sierra Leone Labelling Errors

Don Carter

In the journal of the American Topical Association (Ref. 1), Bruce Cruickshank calls attention to the improper labelling of two Sierra Leone bird stamps:

1989 70 le (SG 1359, Scott 1143) *Chrysolophus amherstie* should be *Chrysolophus amherstiae*, Lady Amherst's Pheasant not the Chinese Copper Pheasant. 1992 100 le (SG 1831, Scott 1502) *Tauraco macroarhynchus* should be *Tauraco macrorhynchus*, Yellow-billed Turaco not Verreaux's Turaco.

There is a similar error on the 1996 Fantasies of the Sea souvenir sheet (SG not allocated yet, Scott 1939) in that the caption stops mid word "*these creatures as beautiful maids of the sea, known as mer-*".

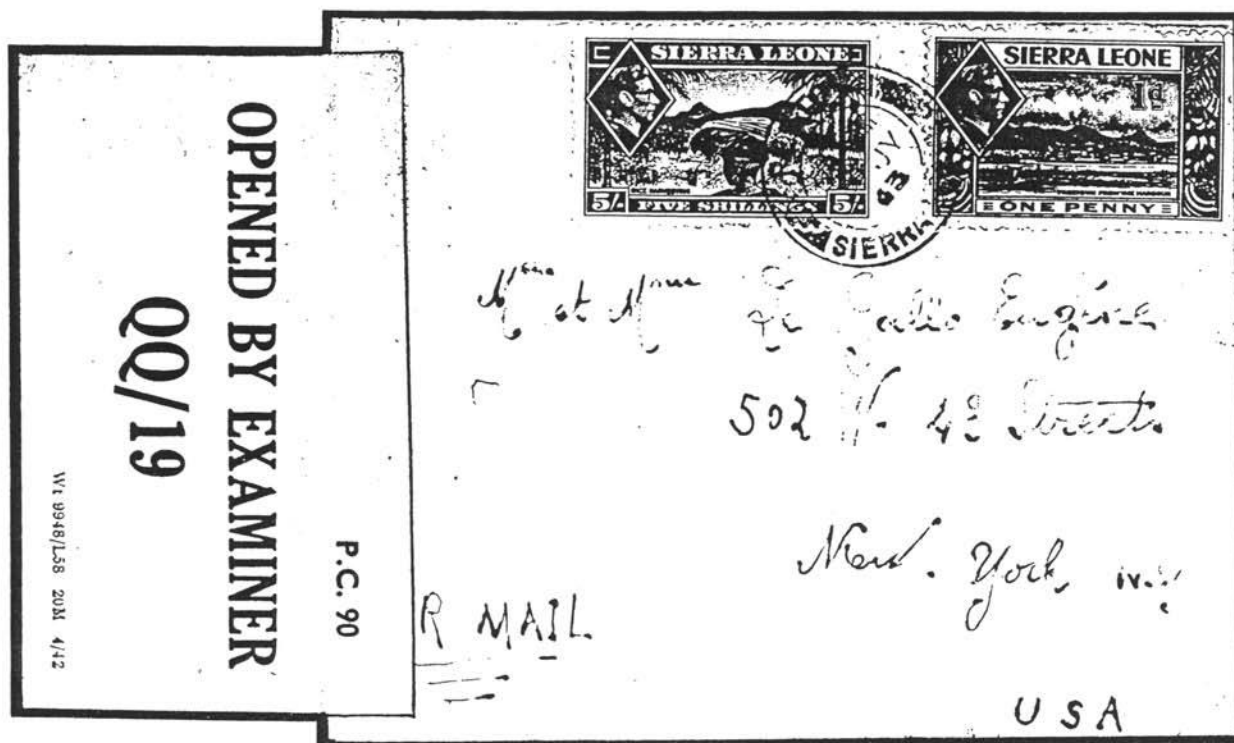
Reference

1. Cruickshank B., "Errors in Labeling of Birds", *Topical Time*, Volume 48 Number 3 pp46-51, American Topical Association, May-June 1997

Sierra Leone 5s 1d Rate to United States

Richard Beith and Nigel Lutwyche

At the West Africa Study Circle conference in Chester in September 1997, each of us showed a war-time airmail cover to the United States rated at 5s 1d. No reference to this rate has been traced in official documentation. The first example is a cover dated 14 May 1942 to New York.



Freetown to New York rated 5s 1d by airmail, 8 July 1943.

This cover provides a new earliest recorded date for civil censorship tape QQ/19.

The second envelope (illustrated) is postmarked at Freetown on 8 July 1943 and destined for New York. Both of these were subjected to civil censorship.



Unusual Sierra Leone Cancellation

Don Carter

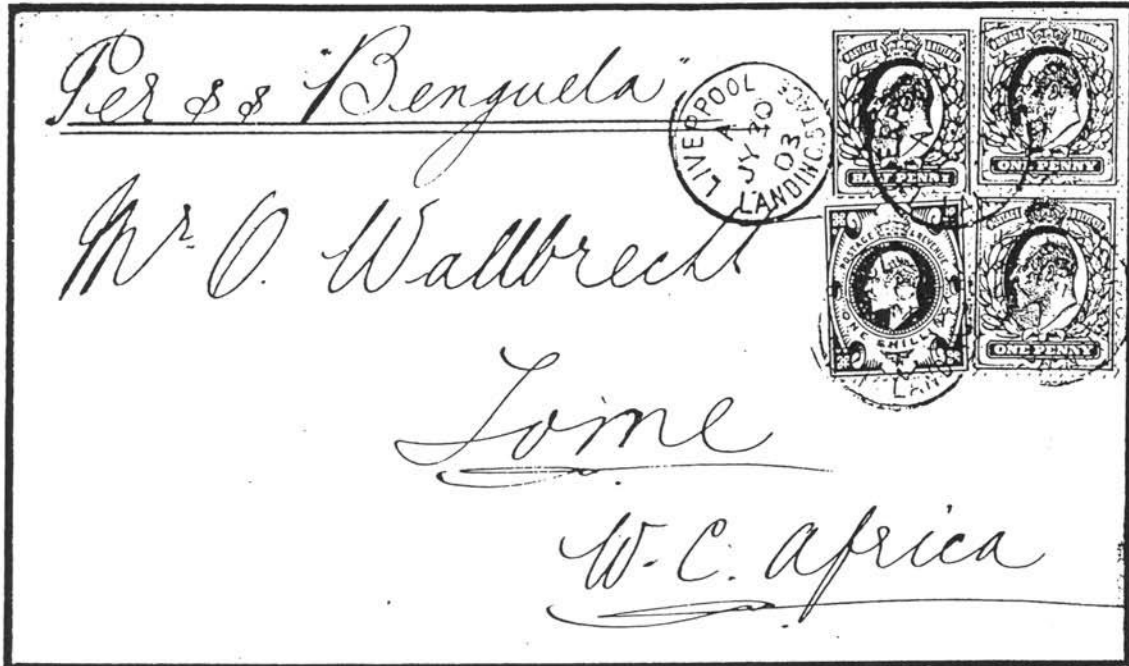
In my collection I have a 10s stamp with a cancellation that is not listed in any of the published books. The cancel is in the form of a 6 or 9 in a diamond made up of approximately 15 thin horizontal lines.

Could this be a fiscal cancel?



Liverpool to Lome Late Fee

Jeremy Martin



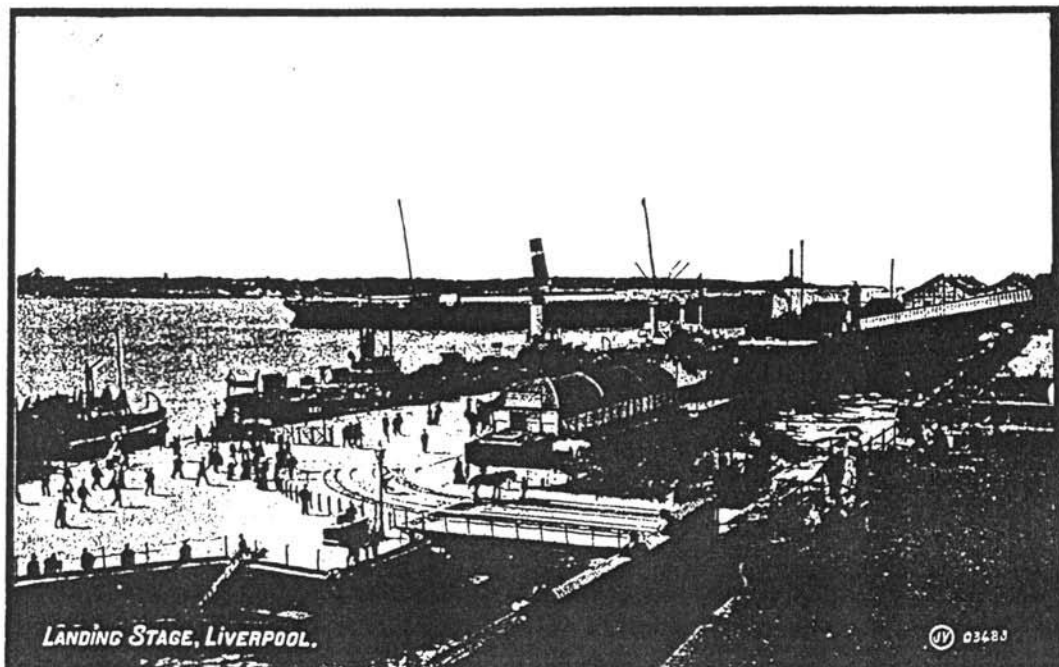
Cover from Liverpool to Lome - 30 July 1903

Through the courtesy of Dr Michael Brooks, a member of The Society of Postal Historians, I am able to show an interesting 1903 Late Fee cover from Liverpool to Lome in Togo.

The cover is franked 1s 2½d being 2½d for the letter rate and 1s for the Late Fee. The postmark is LIVERPOOL / LANDING STAGE.

The floating post office on the Liverpool landing stage accepted mail until shortly before the ship sailed.

It is believed that fees of sixpence or one shilling were applied according to how late the item was posted.



Picture postcard of the Landing Stage at Liverpool

Gambia Forged Cancellations

Oliver Andrew

Some of these have been known for many years and are recorded in the WASC handbook (Ref. 1). The early examples are the work of well-known forgers such as Spiro, and occur on forged stamps. They were probably an attempt to show that the forger was not trying to defraud the post office. More recently, however, forged cancellations have turned up on genuine stamps. It is to try to alert fellow philatelists by identifying these in detail, that this article has been written.

Why Forge Cancellations?

- to improve the market value. This cannot have been a strong factor in the case of single stamps as forged postmarks appear on many stamps whose mint value is higher than used.
- to "authenticate" a postal use for a fiscally used stamp
- to improve the value of a faulty mint stamp
- to complete used sets when the collector or dealer had spare mint copies (Madam Joseph used dates in the Second World War when genuine used copies must have been harder to come by). This can only have been financially worthwhile if the number of stamps involved was quite high.

How to Recognise Forgeries

This question is made more difficult by two peculiarities of the Gambia post office. It was usual for more than one copy of each canceller to be ordered, and for one copy to be kept in reserve. The cancellers often differed in minor details : Type 25 is such a reserve canceller, as perhaps are Types 17, 23, PP2 and REG 8.

The post office also held on to at least one example of many of its cancellers for years after they had been withdrawn from use. On 26 November 1964 it still held examples of Type 12* (last used in 1907) and Type 16 (last used in 1938) among other obsolete marks. Were they used as ctos? It is not known what has become of many of these cancellers since Independence.

These oddities, coupled with the natural desire of post office clerks in such a poor country to please customers, mean that odd-looking dates of cancellations may be :

- genuine strikes of genuine cancellers
- 'incorrect' strikes of genuine cancellers
- 'genuine' strikes of fake cancellers

Despite all this, and in addition to the attention to detail that serious students will naturally be exercising a few general observations may be of some use:

- the forged marks may occur on stamps issued long after the Type imitated went out of use. The forgers were often aware of this, of course, and the year is often off the stamp.
- several may be found in one collection (eg mine!): if they were done to order, as the Madam Joseph marks appear to have been, this would be normal.
- a surprising number (see 1, 4, 7a, 7b) have datelines in which the letters and figures are of uneven height. What is going on here?

I have deliberately chosen not to illustrate any of these postmarks as this may reveal details in shape of letters etc which would merely help the forgers if made public.

1. "Madam Joseph" Marks

Details, evidence and illustrations are to be found in the book *Madam Joseph Forged Postmarks* (Ref. 2). Here it will be enough to list the types copied, the dates and the stamps on which they have been recorded.

Type	Date	Stamps Used On
14*	JA 2 97	1886 1d, 3d; 1914 2½d.
16	6 MY 35	
17	16 MY 41	1938 ½d, 2d, 4/-, 5/-, 10/-
17	14 MR 42	1938 1½d, 1/-
REG 2ii	22 JU 10	1922 2/-
REG 2iii	16 AU 42	
REG 6/7	16 OC 42	
REG	4 MY 45	
Macarthy Island 3	FE 17 10	1909 6d (and others)

Apparently the day / month / year slugs of these cancellers could not be changed. Jeremy Martin has two examples of what seem to be the first of the above, but dated JY 19 97. They are struck on pairs of the 1886 1d and 3d. The * and A resemble those of the forgery (Number 169 in the *Madame Joseph* book).

2. KUNTA-UR Forgery

Known on Elephant and Palm ½d, 1d, 1½d, 2d, 2½d, 3d, 6d, 1/-. All are 2 DE 29, centrally struck, upright and very clear. For details, see the article in *Cameo* by Len Weldhen (Ref. 3).

3. Royal Display

At a Royal Philatelic Society meeting in 1953, members were shown forged marks resembling Types 3 (on 4d CA), Type 6/7 (on 4d CA), Type 12B (on 4d CA) and Type TEL1 (on 2½d keyplate). The purported dates are not known. They were struck in jet-black shiny ink; the letters were too perfect and of uniform thickness. Some of the stamps had full gum; others were tied to small piece. They were thought then to be of very recent origin. What has become of them since? Are any details known that distinguish them from the genuine article? See below 7e. The Type 3 was struck on a 4d which had the line watermark from the edge of the sheet and part of the crown only. No doubt it was intended to help it pass as a CC stamp.

4. Bathurst Type 13C

BATHURST / <sideways C> / DE 25 / 93 (sometimes 9 or 92) / GAMBIA

- T to A measures 4.5mm (correct)
- top of DE lower than top of 25
- S rounded and curly, especially the tail
- 2 has long pointed foot projecting well forward of the top

It has been seen on: 1886 ½d, 3d and 6d; 1898 3d; 1914 ½d.

In the case of the 1898 and 1914 examples, the year has been struck off or partly off the stamp. I have seen this attributed to Fournier, but know of no evidence for this attribution. A cover with this cancellation where the year appeared as 92, was in the Harmer's sale of 23 October 1990. It also bore a London arrival mark of 22 (?) January 1892. It was withdrawn before the sale. Note that genuine cancellations of Christmas Day are known, including 1893.

5. Bathurst Type 13*

BATHURST / * / JY 12 / 95 / GAMBIA

- T to A measures 4.5mm (correct)
- U has a more open top (2.5mm) than the genuine mark (2mm)
- JY 12 month and day too close
- upright of T points to halfway down dateline; genuine points to much nearer top
- 2 has a stylishly curly foot, and the top is lower than JY and 1
- earliest recorded date of the genuine 13* is 15 April 1896

The evidence for this being a forgery is that it is known struck on an 1886 3d Cameo lacking a flaw which is present on all printings before July 1897. This is the only example yet recorded.

6. Bathurst Type 16

BATHURST / * / 5 MY / 12 (or 38 or no year) / GAMBIA

- very small : 20mm diameter
- small lettering of BATHURST
- T to A measures 6mm (genuine is 6.75mm)

It has been seen on KE VII ½d dated 5 MY 12. The year numbers are obviously abnormal. Also known on: KG VI ½d and 4/-; Elephant and Palm 4d; Script ½d, 5d, 6d and has been seen on many others.

These are realistically unclear strikes, but one is struck over a fiscal mark "JAN 1953"; in this case the year of the cancellation has been struck off the stamp.

7. Other Possible Forgeries

In view of all this, the marks classified in the Handbook (Ref. 1) as 17, REG 2ii, and REG 8 must come under suspicion. Others too perhaps.

7a. Type 17

I have two strikes on KG VI 2d stamps, both dated 21 OC, one with the year illegibly struck, the other without a year. Neither of these is either of the Madam Joseph forgeries; the lettering is not the same, as well as the date differing.

7b. REG 2ii

Like REG 2iii, this has always looked rather odd because of the dates of use. REG 2iii now turns out to be a Madam Joseph forgery. Can REG 2ii be as well? I have an example of REG 2ii on an Elephant and Palm MCA 5/-, vertically struck, crisp and clear, the year not showing on the stamp. It is for AU 22. It differs from REG 2i in these respects :

- index letter
- letters of dateline taller than figures
- verticals of M are not parallel
- R of REGISTERED has a big loop projecting forward of the front foot
- G of GAMBIA is more like a C with small blobby serifs at top and bottom

I also have two strikes which appear to be a variant of this:

i) on Elephant and Palm 4d MCA AU 2 (rest missing)

- tall dateline very obvious
- 2 has curly foot
- ii) on Elephant and Palm 2/-
- curly 2, as above
- M with non-parallel verticals
- R as on 5/- above
- G of GAMBIA with vertical but no crossbar

This looks dismayingly like an unrecorded Madam Joseph forgery in my opinion.

7c. REG 8

I have this on KG VI Coronation 1d (2), 2d, 3d (2).

As far as I know these are the only examples recorded. The distinctive feature is an asterisk on the left, between the R of REGISTERED and the G of G.P.O. All are dated 12 MY 37.

- 12 taller than MY 37
- asterisk below level of dateline
- G of G.P.O. too small, and out of alignment

There is a possibility that this is a genuine mark used only on this date.

7d. Type 8 JA 16 97

No other dates of this canceller are known after March 1892. I have a copy date JA 16 97 on 1886 ½d. I can find no clear ways in which it differs from the genuine earlier strikes, though it appears to be slightly elliptical (21mm across horizontally, 20.5mm vertically) and the index letter B, and the J appear slightly misshapen. However, I also have a partial strike that seems identical, on the Keyplate ½d of 1898. It may of course be a genuine canceller kept for cto.

7e. "Target" (TEL 1)

A note in an early BWASC Bulletin claimed that a forged mark of this type existed, a distinguishing feature being the diameter of the inner circle : 3 mm (4.5mm in genuine marks). This may be the same as the example described in 3. above.

7f. Type 11 "Bars"

A forged mark consisting of 14 bars thinner than the 7 of the genuine mark, is known on forged stamps. But there is at least one mark consisting of 10 or more thin bars in the form of an ellipse (about 25x16mm). The genuine mark is circular, diameter 19mm. I have three copies of this elliptical mark, all on 1886 Cameo ½d. It is not overlapping or juxtaposed strikes of Type 11.

I also have a strike which appears to be much bigger, with a line round the edge. It has at least 10 bars, measures more than 20x15mm, and is also on a 1886 Cameo ½d. Either or both of these marks may have been applied outside the Gambia.

7g. When the then BWASC alerted members to the forgeries described in 3 above, Eric Lewis noticed that he had a number of "very neat and tidy cancellations" :

GAMBIA / C / SP 19 / 91 / PAID

His note does not say whether the strikes were in black or red, nor which of the cancellers (8C, 9C, 10C) this was. In view of the date, however, and the fact that three of the four stamps so cancelled were 4d brown and 2d orange, on which red would not show so clearly, I should think they were probably 9C or 10C. They may,

as he suggested be cto. Oddly enough, and the reason for this note, I have a “very neat and tidy cancellation” of the same date on a 6d but it is 13C. I can see no problem with it, though this is the first date this canceller is recorded.

7h. Dr. J. F. Rose, in a more recent Bulletin, illustrated the following :

BATHURST / B / OC 12 / 87 / GAMBIA

It drew no comment at the time, but it may be worth re-circulating his notes in this context, as no other example of this type has been recorded. “The Gambia Handbook lists two BATHURST B cancels, type 13B and type 14B. These are 23mm and 22mm in diameter. This cancel is 23mm but it is not type 13 as the distance between the T of BATHURST and the A of GAMBIA is too great (10.75mm, not 4.5mm). Neither is it type 14 as here the gap between T and A is 8 mm.”

7i. And finally I came across yet another suspect:

BATHURST / FEV / 98 / GAMBIA

The diameter is 23 mm. T to A measures 8mm. There is no control letter or asterisk. The lettering is neat and fine, quite unlike Type 14, and shows several differences of detail: the R for example has an almost vertical front leg. And why FEV?

8. TPO Forgeries

I have not recorded any examples of the TPO No. 2 postmark as detailed by Frank Walton in an earlier *Cameo* (Ref. 4)

References

1. Andrew J.O. (Ed.), *The Stamps and Postal History of The Gambia*, p157, Christie’s Robson-Lowe & WASC, 1985
2. Worboys D. & West R. (Ed.), *Madam Joseph Forged Postmarks*, pp52-53, RPSL, London 1994.
3. Weldhen L.F., “The Forged Postmarks of Kunta-Ur”, *Cameo*, Volume 3 p223, WASC, January 1989
4. Walton F.L., “Forged Gambian TPO Postmark”, *Cameo*, Volume 5 p163, WASC, July 1996



West Africa Study Circle on the Internet

Frank Walton

If you have the opportunity I would suggest you check out the Study Circle’s newly created web site at :

<http://ourworld.compuserve.com/homepages/FrankWalton/homepage.htm>

The pages that can be found there give many details about the WASC, including forthcoming society meetings, an up-to-date library listing, a list of publications for sale and an electronic version of the next auction list. Please encourage non-members to browse our site if possible.



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	SG 147-9	1937 Coronation set of 3, <i>Specimen</i> . Mint, few nibbled perfs	£20
	SG 150-61	1938 original set of 12 + 5d. VFUM, <i>Specimen</i>	£100
	SG 150-61	1938-45 set of 15 (no 1/3d). Mint <i>Specimens</i> , second 1½d & 2d a bit toned	£60
	SG 150	1938 ½d. VFUM sheet of 60	£8
Gold Coast	SG 117-9	1937 Coronation set of 3, <i>Specimen</i> . Mint, 1d couple of missing perfs	£18
	SG 140	1948 3d. VFUM sheet of 60, Plate 1a	£90
Nigeria	SG 46-8	1937 Coronation set of 3, <i>Specimen</i> . Mint, 1d and 1½d perf faults	£15
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NIGER COAST, 1900. A commercial cover from Bonny River to Accra, Gold Coast, franked 1897 2d endorsed via the steamship "Oron". £225.

NIGER COAST, 1899. A cover sent from Lokoja to England franked by a GB 1d lilac, cancelled whilst in transit at Burutu, with the oval "LOKOJA/POST OFFICE" rubber datestamp applied adjacent to the stamp. £300.

NIGERIA, 1961. Die proof for the 3d "Oyo Carver" aerogramme printed by McCorquodale, the "stamp" in unissued colour of blue, on grey wove paper. £175.

NIGERIA, 1926. A postcard from South Africa to Nigeria, unclaimed and returned to sender, with double-ring "R.L.O.3Iagos" datestamp of Jan. 1927, two years earlier than that recorded by Proud. £65.



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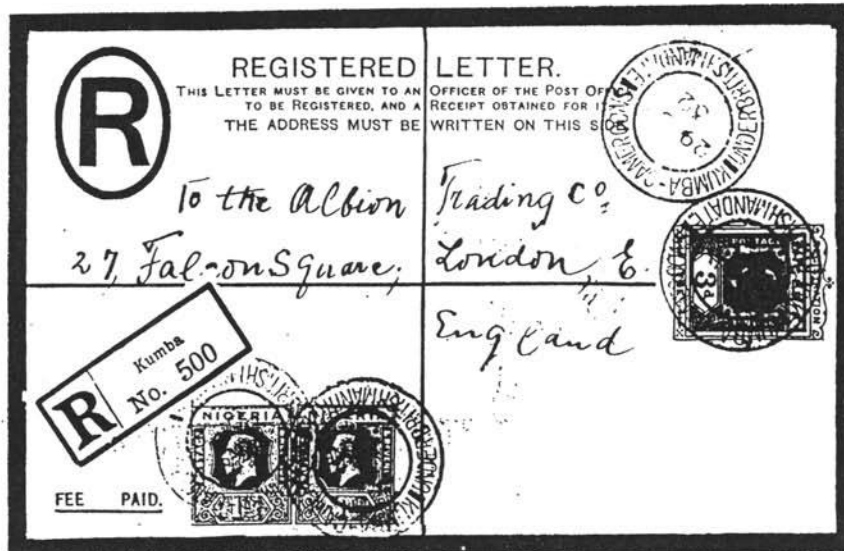
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