

# CAMEO



The Journal of the West Africa Study Circle

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### Front Cover

Nigeria QE2 postal order bought at Batibo, Cameroons  
Sold in the last WASC auction for Circle funds at £62.50  
A 250-fold return on face value in 44 years!

# Editorial

The quality of members' articles provided for this issue has made it even more than usual of a privilege to compile this Cameo. To fit in as much as possible there are an extra four pages in this issue. The quality of writing and research across the membership is also reflected in the increasing number of awards that are being collected by John Sacher, as editor, and all the contributors who prepared the book published in 2002 by the Royal Philatelic Society "*The Postal Services of the Gold Coast to 1901*". Congratulations.

Early last year the UK newspaper The Daily Mail carried a Question "From where do we get the word 'franking' as in franking an envelope?" I found the answer interesting, and I am now reproducing it here in full as I think WASC members might too.

"The word franking, the official marking of a letter to show postage has been paid or does not need to be paid, comes from the Medieval Latin *francus* meaning 'free'. It was identical to the ethnic name Francus—the Franks were the Germanic tribe who conquered Gaul after the fall of the Roman Empire and controlled most of Western Europe for several centuries; hence the name France.

In Tudor times in Britain, the term applied to the privilege—often abused—of court officials of 'franking' a letter by writing their name and title in the corner to obtain free delivery. After the Restoration, it was used by members of both Houses of Parliament, who signed the letters of friends. An Act was passed in 1764 permitting members to send ten free letters daily and to receive fifteen.

The right was abolished on the introduction of the penny post in 1840. Today, MPs are entitled to free stationery, postage and inland phone calls from within the House of Commons."

The next Cameo is the Atlantic issue edited by Barry Burns to be published in September and the next general Cameo will be date-lined February 2005 in view of the problems this year in getting the first issue to members in time for the end of January, for which apologies.

Neville Jones' Nigeria collection is about to be sold at Grosvenor Auctions in London as this Cameo goes to press. An auction report will follow, probably in the September 2004 issue.

From Dudley Cobb, via Frank Walton, comes the suggestion for the collective noun for a group of editors; "a nodding of eds", but I doubt if Dudley wanted to see that in print!

Rob May



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**Scope :** The West Africa Study Circle studies the postage stamps and postal history of West Africa, including St Helena, Ascension and the British Postal Agencies in Madeira, Tenerife, St Vincent and Fernando Poo. Members have increasingly taken an interest in the former French, German, Portuguese and Spanish territories in West Africa, but the British territories of The Gambia, Gold Coast, The Nigerias, Sierra Leone, Cameroons and Togo are covered in the most depth.

## Annual Subscription

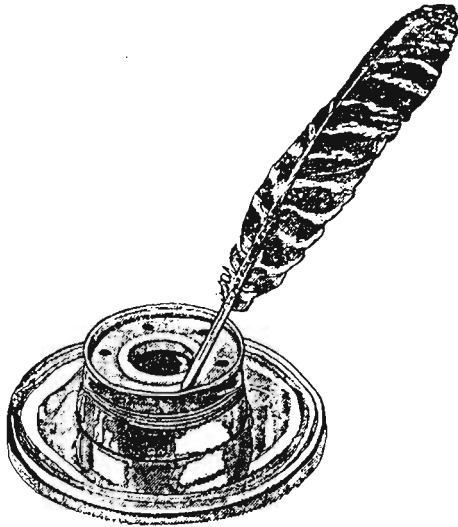
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West Africa Study Circle Web Site at :

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

Webmaster is Ray Harris; contact [harris6@which.net](mailto:harris6@which.net)



## 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.*

*Rob May*

### **The Train for Bo**

Dear Rob,

My Cameo arrived this morning, and I was much amused to see the various versions of the Train for Bo.

The song as I learnt it in Jos in the mid-60s, from a Scottish engineer who had previously worked in Sierra Leone, has three verses, as follows:

Oh, de train for Bo e no agree for go  
De train for Bo e no agree for go  
For de engine e done tire  
E no catch plenty fire  
And de train for Bo e no agree for go.

So de passenger black man white man dey go push  
De passenger black man white man dey go push  
But de engine e done tire  
E no catch plenty fire  
And de train for Bo e no agree for go

So dey put um, dey put um. small Nigeria coal  
Dey put um, dey put um, small Enugu coal  
Den de engine e no tire  
For e catch plenty fire  
And de train for Bo e go go go go go.

The last three lines should be sung picking up speed, with a triumphant yell on the last 'go'!

I don't know which unsung Milton is responsible for the extra verses, but they certainly bring the story to a satisfactory conclusion.

Barbara Priddy  
Wimbledon, UK

### **Fournier Forgeries**

Dear Rob

I was intrigued by Jeremy Martin's article in Cameo, Jan 2004, page 68 and especially by the illustration of the strip of Oil Rivers overprint and surcharges, which was identical to that which I used to own in my Oil Rivers/Niger Coast collection.

I do consider that, for the record and for the benefit of readers, it is important that attention be drawn to pages 221 to 232 incl. of John Sacher's and my book "The Postal Services of the British Nigeria Region", if only to point out the differences between the genuine and the forgeries.

The following should be noted:-

1. The values illustrated on the strip reproduced while good, do have obvious faults compared with the genuine.
2. None of those shown include the requisite cancelling bar below.
- 3 Fournier's example of "ONE SHILLING" not only does not have this bar but also omits the "full stop" after shilling.
4. Further, Fournier's example appears to be of overprint type "B" where the "O" of "ONE" is positioned above the first "I" of shilling, while the down-strokes of "N", if extended, would meet the "LI" of shilling.
5. Lastly, Fournier's first HALF PENNY omits the following full stop in the genuine surcharge. Identification of genuine or forgery, especially with Fournier, can often be a tricky business. The above points may be helpful.

Finally, to those readers who have the book, please note a printing omission on page 229. The illustrations of the "one shilling" have been printed in the wrong order and should carry, below, the captions "Type B" and "Type A" - in that order.

Jack Ince  
Stirling, Ont, Canada

### ☰ HM Ship cancels

Dear Rob,

Recently I received the latest Cameo and I like to congratulate you on keeping up the high standards. I like to respond to Roy Wickham's contribution on WWI Censored Postcards from HM Ships. As for the censorship mark I cannot provide any information. However, being a postal history collector of Malta I have seen franked and unfranked OAS cards and covers with the two-line "Received from HM Ship / No charge to be raised" and all copies known to me are of 1918. If you look well even on the cards depicted in Cameo the cancellation also includes London (top) with the date (below): for instance the last PPC reads London DE 16 18. So its use is certainly limited to military mail and landed by the Royal Navy at London since I have not seen any civil covers with this postmark.

Marc Parren  
Wageningen, The Netherlands

### ☰ Ghanaian troops in Lebanon

Dear Rob

Ghanaian troops have had a long presence in the UNIFIL operations. Not so long ago I obtained some UNIFIL aerogrammes with a new type of hand-stamp. The earliest known date seen is 13 MAY 1998 and the one depicted below is the latest known, dated 03 JAN 2002 sent by a Sergeant of Charlie Coy 8-32 and already forming the 55th Ghanbatt reflecting their long presence in Lebanon!

### ☰ New Cameroun Postmarks

Dear Rob,

I would like to report the introduction of a new type of postmark in Cameroun. It concerns a 36 mm single ring hand-stamp I believe to be introduced in January 2004. So far I have seen the following: Mbalmayo Courier Arr/Dep, Nkongsamba Courier Arr/Dep, and Yaoundé R.P. Depart. In case anybody has seen this type of postmark being used before 2004 I would appreciate a report as well as any other post offices in use.



Both from Marc Parren  
Wageningen, The Netherlands



## British Naval Censorship

Dear Rob,

Roy Wickham's queries in *Cameo* 61, page 79, January 2004 are answered in Gould's "British Naval Posts and Censor Marks of the First World War". Gould attributes the boxed PASSED CENSOR (60 x 10 mm) to FREETOWN V.C. (ref 5.B.9.).

The two line "Recd. From H.M.Ships" is a London Columnar Machine receiving mark (Ref. RD 2).

The educated guess is that the sender was stationed at the Freetown Naval Base utilizing the services of returning naval ships, as was the custom. Gould does not elucidate FREETOWN V.C. and I am at a loss to suggest a sensible answer.

David Ball,  
Lymington, Hants

## Cameroun Stamps since 1995

Dear Rob,

I was interested to see the letter from Mr Frankevicz about African Mystery Stamps in *Cameo* No 61, January 2004, to which I have replied—also in relation to other Anglophone and Francophone countries outside WASC coverage.

It prompted me to look back at previous related *Cameos* to check the list in *Cameo* January 2003 and to re-read the letter in May 2003 from Bob Maddocks.

I have been in correspondence with Bob Maddocks about the 1994 USA Football World Cup 500f illustrated herewith, showing text in English, used from Kumba on 13 April 2000. There is no equivalent French version as far as anyone knows, though maybe it is out there waiting to be discovered. Bob wonders if it may be an experiment to issue the same stamp in two different language versions for use in the formerly British and French parts of the Federation. If any other readers have come across modern Cameroun stamps inscribed only in English, or better still have the French equivalent of this stamp, it would serve to back up the theory that West Cameroun sensitivities were thus catered for in Yaounde. It could, of course, also have been done with an eye to making the stamp more appealing to collectors of football thematics—but that is surely too mundane a reason?

The two stamps described in Bob Maddocks' letter are inscribed Poste 2000, not Postes 2000. It would be interesting if there were two varieties of

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

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

these stamps, but it is not quite spelt right to be the English language equivalent "Post". I note that on the only other year 2000 stamp I have, the 125F "Paix-Travail-Patrie", the inscription is also Poste. All other Cameroun stamps I have seen, including the 1998 "Tourism" series, have "Postes".

*(ed—see also page 173 of this issue)*



Nicholas Pertwee  
Reigate, Surrey

## ☰ Editorial policy and Practice

Dear Rob

Thanks for publishing my article on the CEF French Contingent cover in the January 2004 issue of *Cameo*. However I was very surprised to see another instance of gratuitous editorial licence with the somewhat inane inserted comment in the third paragraph on page 106. (122 flats? - massive building for pre- WWI and it was not in New York). Fortunately you did indicate it was your own comment and so, I hope, in no way a reflection on me.

I have touched on this before. Granted your prerogative [as editor] nonetheless my articles are my work and, if and where justified, and recognising my own likely weaknesses, I do expect to have the courtesy of your contact, should you wish to make changes or additions to the text, prior to publication. I am perturbed by illustrations submitted which have been left out of at least 2 articles over the past year. All I ask is that, as is the case of other editors to whom I submit material:

If you cannot for whatever reason use the article THEN please return with reason, and expeditiously

If you find errors or omissions, or propose changes or deletions THEN advise me, again expeditiously. I can then accept, comply or decide to withdraw the submission. Other editors have indeed sent me a draft copy of the publication for final perusal and approval prior to going to press. This minimises likely problems post publication.

I am sorry to have to raise this again but I do like to know where I stand, as I am sure you will appreciate—and this benefits BOTH of us. I hope these comments can be seen as constructive and made with amicable intent and in the best interests of all concerned, especially other contributors to *Cameo*. You have helped immensely to bring *Cameo* up to the current high quality journal.

Bob Maddocks, Oswestry

*Editor's response. As I am a member in full time work like Bob is, I never cease to be amazed by the amount and quality of his philatelic output. The Study Circle is also fortunate to enjoy contributions from many other members, and in order to fit in as much as possible this issue has run to 64 pages, instead of 60. Checking the four general issues since January 2003 there have been 15 items written or co-written by Bob, yet still I have a back-catalogue of articles from him to fit in!*

*Every issue is a rush against the editorial and advertising deadline, and the exact content is fluid up to the last minute as I try to fit shorter items in where advertisers do not take up space. I am not able to quickly identify the items I will be able to use when they are sent, and do not wish to return material which happens to "miss the cut" for each issue if I am sure it is of interest to the membership.*

*I have no enthusiasm to debate the text and do not think it realistic to offer the proof copy to contributors before publication. Book publication would, of course, require this. Where time allows, early in the setting up of each issue, I can and do return the copy of amended articles to the writers for approval. I accept that I have "sacrificed" a few illustrations to make space for more other contributions to get into past issues, cutting only those I felt had been fully described in the text, and that it has been easier to do so ad hoc than to enter into correspondence with Bob and anyone else I have thus offended. Mea culpa—I apologise.*



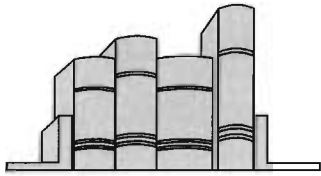
## “The Founders of Sierra Leone”

Frank Walton

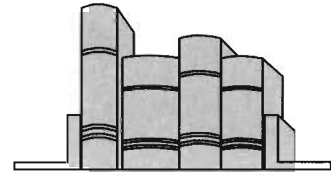
The October/November 2003 issue of *Ancestors* magazine, which is aimed at genealogists, carried a six page article entitled "The Founders of Sierra Leone" by Anthony Adolph. The opening paragraph sums up the article very well:

"The foundation of Sierra Leone was unusual among African countries in that it grew not out of white settlements but was founded mainly by black settlers from the tumultuous streets of London. Anthony Adolph has transcribed the records of those who sailed on the First Fleet [from *Motherbank* in January 1787] to Sierra Leone from the passengers lists in the National Archives, and places the names in their historical context".


A total of approximately 350 names are listed, giving details of race and frequently profession. There are many 'white professionals' as well as 'the black poor'. If any member has covers from these very early days of the Colony, I would be happy to search the lists for any information.




# Bookshelf



*Distribution of West Africa Study Circle publications has been changed. Please send orders and payments to the Treasurer (address on contents page). Authors will distribute their own new publications to members, whilst distribution of purchases from older stocks is arranged via the Treasurer.*

 *The Great War in Africa 1914-1918* by Byron Farwell. First published in 1986 by W.W. Norton & Co., New York & London. ISBN 0-393-30564-3. Available from [www.amazon.com](http://www.amazon.com) at about £8.00 + postage. Hardback or paperback, 382 pages 20.7 x 13.9 cm. Non-philatelic. Reviewed by Frank Walton

This is a well-written account of the First World War across the whole continent of Africa. In our area of interest, there is a 10-page chapter covering Togo and a total of 41 pages explaining the Cameroon's campaign. This book provides excellent background reading for the conflict, giving much information about people and locations. Included in the maps and photographs there is even an illustration of the C.E.F. overprinted stamps. There is an index and a thorough bibliography.

 *Sierra Leone Narrow Gauge* by Philip Beale and Vic Mitchell. Published by Middleton Press, Easebourne Lane, Midhurst, West Sussex, GU29 9AZ, 2004, ISBN 1-904474-28-4. Available from the publishers at [www.middletonpress.co.uk](http://www.middletonpress.co.uk) at £14.95, post free in the UK, or via special interest bookshops. Hardback, 96 pages, with 136 b & w maps, timetables and illustrations. Reviewed by Rob May

It is a pleasure for this reviewer to be able to review a book on my railway interest in the pages of *Cameo*, and to acknowledge the contributions made to it by at least half a dozen WASC members. This book has been published for the railway interest market as one of a series on railway topics by the same publisher. Railway enthusiasts tend to prefer pictures to text, to convey the flavour of railways that have either long vanished or are now so altered by modernisation that a visit today would not have the same appeal. Philip's published text on the history and context of the railway is therefore very sketchy, and to the philatelists and historians amongst our membership will be very unsatisfying. There are short sections on the TPOs and telegraphs, with two covers illustrated. However, the strength of this book is in the collection and publication of over one hundred rare black and white photographs of the three railways in operation throughout their lives, many provided by WASC members. Special credit goes to Frank Walton, Ray Revell and John Hossack, without whom there would have been little to see of the short-lived Mountain Railway! Photo reproduction and captioning is generally good, but some captions are untidily "arrowed" to show where they belong and some seem to refer back to a more extensive text that has been lost in the final editing. For railway enthusiasts a locomotive fleet list will be missed, so even as a railway reader I feel that more text would have meant a better book overall.

I hope satisfactory sales may give scope to consider similar volumes for the railways of Gold Coast and Nigeria, but of course we do not have the advantage that any of their locomotives and coaches remain in use in preservation in Wales.



## Sierra Leone 1883 1d Rose-red

**Jeremy Martin**

The Stanley Gibbons catalogue shows the earliest recorded date for this 1d stamp on Crown CA watermarked paper to be 19 September 1883. I have now found a copy with the SIERRA LEONE PAID date-stamp of 3 September 1883, which I am showing to the catalogue editor.

# Dutch Trade with Gold Coast, West Africa 1841-42

Peter Newroth and John Kempers

*Philatelists in Victoria, British Columbia enjoy weekly meetings of The Muffin Break Stamp Club — 20 to 30 stamp and postcard enthusiasts and friends. This fun, informal group led to Peter meeting John and their collaboration on this article.*

## Introduction

Dutch connections with the Gold Coast go back to 1593, when the first “gold seeker” from Holland began successful trading. In 1637 the Dutch captured the Portuguese fort at Elmina and in 1642 at Axim, ending Portuguese occupation. Dutch influence was significant on the Gold Coast — eighteen of about thirty forts remaining along the coast of Ghana were at one time in Dutch hands. These forts served the Dutch West Indian Company as bases for trade with African merchants, mainly dealing in gold and slaves.

Abolition of the slave trade in the early 1800s gradually changed the old trading approaches along the Gold Coast and competition came from America to challenge the Dutch, English and Danish trade. The Danes left the Gold Coast in 1850 and some Dutch forts were transferred to England in 1867. By treaty in 1872 the remaining Dutch possessions were ceded to Britain (Ref 2). Negotiations also were linked to trading interests by which Britain assisted the Dutch in expanding their interest in Sumatra (Ref 1).

Mail from Dutch possessions was mostly forwarded through London on English ships until 1860. Sacher (Ref 3) refers briefly to Dutch postal services on the Gold Coast—from 1861 the Dutch Government contributed to the then monthly packet service. Martin (Ref 4) illustrated a letter sent from Elmina via Cape Coast, Liverpool and London to Amsterdam in 1861 using that system.

With few references to 19<sup>th</sup> century Dutch affairs in the Gold Coast available, we hope the following view of Dutch commercial trade in the early 1840s will be of interest. The letter translated below is a Shipping Report of a Dutch company **J. Boelen & Co.** based in Amsterdam, but trading through Elmina on the Gold Coast. It was sent to Mr. P. Loopuyt in Schiedam, postmarked June 28 and received June 29, 1842.

The translation may not seem “smooth” reading, but we attempted to retain the writing style of the time! Figure 1 illustrates the “Balance Sheet” which accompanies this letter, showing “Debits” to cargoes, ships and captains, and “Credits” including a very small dividend. The left column includes the terms Retouren (unsold goods), Ongelden (extra charges), Debituren in Afrika (debit holders in Africa); the right column includes Wissel Rekening (bill of exchange).

### **“Report of the operations of the Shipping Company for the Coast of Africa Navigation and Trade since 31 May 1841, in other words during the fifth accounting year.**

The Capital of the Company being insufficient to expand the business it was decided on 2 November 1841 at a participants conference unanimously to open up additional participation until the Capital has reached 1 million guilders. This amount has been reached, partly by borrowing or advances.

As a result of the opening up, the Capital base has reached so far only 50,000 guilders, 15,000 guilders of which is for interest insurance of the Netherlands Trading Company. Our Capital appears therefore on the Balance Sheet in the amount of 500,000 guilders and furthermore current requirements are covered by advance and withdrawal, shown on the Balance Sheet as a Deposits Account in the amount of 120,000 guilders.

The Company operations have not been very favourable during the past accounting year as the profitable operations were overshadowed by adversities as set out in the following report.

Our new ship *Africa*, Captain J. Baak Edz. left Texel on August 19, 1841; received message up to Accra 17 January 1842; he continued his voyage and trade with a healthy crew.

About the same time though with a different destination, a small ship with cargo sailed, the *Triton*, Captain W. B. Dinkla. *We received a satisfactory message from Old Calabar* 29 October 1841.

With the aforementioned two Fall Expeditions we believed having developed sufficient strength in our trade to look ahead with confidence until, on 5 November 1841 we received the hurtful message that our *Elmina* had been stranded on the Gold Coast resulting in a total loss – the Captain and crew were saved and the insurance covers ship and lading but the most important link in the chain of our expeditions was again gone and the efforts of years was, at least for the time being, wasted. This expedition was supposed to meet and support in Africa our other ships – Elmina already requested urgently the ship's cargo, however, we accommodated them with a small cargo shipped from Rotterdam by *Menado*.

In order to remedy the situation as soon as possible, and to have a small ship available to support our trade and the communications on the coast, we used First Mate J. Leeuwriks, who having returned from the lost *Elmina* requested the job and was found to be suitable. We bought a new ship and named her the *By* – this ship sailed from Texel 29 December last, we expect to receive shortly the first communications from the Coast.

Captain E. M. C. Baak, who after the beaching suffered in Elmina for a long time from the land sickness, arrived here [Amsterdam] in the month of February last via England. He gave a satisfactory explanation regarding the loss of his ship and it became evident that he had operated on the Coast with so much ambition and success that we should combine our interests with his by giving him the management of a Spring Expedition, already in progress. Our *Acra* we still have not heard from, we also bought a brig, suitable for the voyage and gave her the name of the lost *Elmina* – this expedition sailed 16 April 1842.

In the meantime, the cargo ship *de Gouverneur Baron van Zuylen van Nyeveld* had arrived in Texel on 26 January, two thirds laden with palm oil – the ship had space for more oil, however the captain had passed away, his successor was incapable due to sickness so the remaining healthy crew decided to return untimely.

Captain E. M. C. Baak was ordered, after having visited our trading post, to immediately assist that ship with the unknown captain; had the *Elmina* not stranded he would have arrived on time and *de Gouverneur* would have returned with a full cargo of oil and without remaining European goods. The oil of the ship has, for the greater part, been sold for 20 guilders and the remaining cargo is shown on the balance sheet under the heading *Retouren*.

The *Acra*, Captain Ludders has about 10 months been waiting at a couple of locations for the oil contracted by him and had finally to depart, leaving behind part of the landed goods. This ship was also visited by Captain Baak with the *Elmina*; following her very long voyage of a couple of months we are now awaiting her return with a cargo of oil, teeth, gold and money transfers from the trading post having sailed over there in the beginning of March.

The current scarcity of oil on the Rivers also resulted in the *Axim* not being able to acquire a full cargo; she will replenish somewhere else and is probably not expected to be back before late in the fall.

The trade of our Elmina trading post is growing, evident from the letters and money transfers received since our previous report and forecasts increasing trade over there. Our agent suffered in 1841 from very serious illnesses which left him sometime during the year; his messages go to 27 March, he had completely recovered and also reports the recovery of an assistant, brought to him by the *Africa* and since was suffering from the land sickness.

Due to these diseases our business has more or less suffered; the correspondence with the books was affected to a great degree so much so that we lack the accounting of the total year 1841 as we received no accounts from our Elmina trading post: the final results of the last half of 1840 were received and entered. The accounting for the total year 1841 has therefore not been completed which could be an advantage for

the next balance sheet in view of the unfavourable voyage of the *Acra*.

The closing of this Book Year shows a profit of 17981.55 guilders. However as first an amount of 9254.08 guilders has to be deducted to cover the 1841 dividends, the attached Profit and Loss statement on the Fifth Balance shows an available surplus of 8727.47 guilders which does not permit a dividend of more than 2 percent.

Therefore, the July 1 dividend has to be set at 2 percent so that the dividend coupons have to be filled in with twenty guilders, payable after July 1 at the cashiers, Swarth Schellwald, together with the four percent coupons for the interest of the guaranteed shares being forty guilders.

Notwithstanding the many negative aspects of this narrative, the bright spots should be pointed out; mainly that all that appears unfavourable is due for the greater part to the unfamiliarity of the new Managers of the Expeditions which is improving in such a way that we already have now Four Captains for the second or third voyage in Africa. In addition, the general unfavourable trade and commerce in the year 1841 had a very harmful effect on the Africa trade.

Without lessening the disappointment we experience having to report so many adversities, we certainly keep up our courage that the trading opportunities of this undertaking eventually will change for the better; one shall have noticed in this account that we have proceeded undiminished to supplement the opened ranks as soon as possible; which is required absolutely to be able to carry on the battle; likewise we feel obliged, according to the Resolution at the meeting of 2 November last, to continue our attempts to supplement our continual lack of capital. In addition we wish to inform the Gentlemen Shareholders participation is now open for them and from 1 August again for the public which shall remain so until a couple of months prior to the publication of the next balance sheet unless we deem it prudent to temporarily suspend this like happened in our advertisement dated February last. The participation for the Gentlemen Shareholders shall remain open for a period of one month after the publication of the balance sheet.

Amsterdam 15 June 1842  
Signed J. Boelen & Co.”

Trading ventures to West Africa clearly entailed high personal and financial risks, but there must have been a potential for great profit as well.

#### Acknowledgements

I am indebted to Professor Michel Doortmont, University of Groningen, Netherlands for sharing information on Dutch officials serving on the Gold Coast in the mid-1800s and for his comments on the Boelen firm, which remains in business. Also J. Sacher kindly provided information on early Dutch-Gold Coast mails.

#### References

1. Coombs, D. 1963. *The Gold Coast, Britain and the Netherlands 1850-1874*. Oxford University Press. London.
2. Claridge, W.W. 1964. *A History of the Gold Coast and Ashanti. Second Edition*. Frank Cass, London
3. Sacher J.(ed), Beale P., Ensor M., Martin J., and Newroth P., *The Postal Services of the Gold Coast to 1901*, RPSL, London, 2003
4. Martin J.J., “The Dutch Possession of Elmina”, *Cameo*, Volume 6 p20, WASC, January 1998

Vijfde Balans gesloten op Ultimo Mei 1842.

Debiteuren		Crediteuren	
Cargaveen Rekening . . . . .	456018 16	Kapitaal . . . . .	500000
Kapt. J. Baak lva. O/A.	1283 07	J. Nieman & Elmina O/A	3430 1.
Retouren . . . . .	16595 42	H. Sillem & Londen O/A	5834 40
Kapt. J. Baak lva. O/A.	1880 25	Dividendo . . . . .	180
M. Ketemeyer & Comp. O/A	103 45	J. Nieman & Elmina O/A	22070 74
Oversta . . . . .	2524 33	Wissel Rekening . . . . .	2000
Het Schip Aera . . . . .	25600	Winst in Verlies . . . . .	8727 47
Kapt. M. Ludders, Schip Aera	1121 35	D. P. Dutilh & Co. Trust O/A	2942 27
Het Schip Affrica . . . . .	85000	Rekening à Deposito	120000
Engelden . . . . .	8243 25	Diverse Crediteuren . . . . .	71735 61
Kapt. G. C. Mos, Schip Aera	2241 30	Kapt. J. C. Ludders O/A	2927 50
Het Schip Aera . . . . .	30000		
Kapt. G. M. C. Baak, Schip Elmina	410 25		
Goederen Rekening . . . . .	17455 63		
Kapt. J. Baak lva. Schip Affrica	1431 96		
Lwarich & Schellwald	2262 05		
M. Collinguer & Co. te Parijs O/A	47 50		
Handelen, Hambroet, Redd. van Kapitaal	1250		
Kapt. J. Louwrik, Schip Bij	395 85		
Het Schip de Bij . . . . .	19000		
Debiteuren in Affrica	9054 58		
Het Schip Elmina . . . . .	26500		
Diverse Debiteuren . . . . .	30830		
	739248 22		739248 22

Figure 1

# A Visit to West Africa in 1915/16

via Robert Seaman

*The following transcribes a diary report by J. W. Hill to Joseph Rowntree of chocolate fame, which was attached to a feasibility study for the development of cocoa growing in part of West Africa. The envelope is addressed to Joseph Rowntree Esq, Clifton Lodge and is endorsed "The report was considered by a special Board 29 February 1916". The envelope is not postally addressed and has no postal markings.*

## **"November 17, 1915**

I left Liverpool on the RMS "Appam" (Elder Dempster & Co.'s Express Mail and Passenger Service). We called at the following ports: Dakar 26th November, Freetown Sierra Leone 28th November, Grand Bassam 30th November, Seccondee December 1st, Accra and Lome December 2nd and Lagos December 3rd. The only ports where steamers go near shore are Dakar and Freetown. At these places passengers land in surf boats, but the distance from the shore is not great, and landing is easy. At the other ports, except Lagos, steamers lay out about two miles, and passengers are dropped over the side in what is known as a "Mammy Chair", a kind of box holding four persons, into surf boats, which are manned by 11 Kroo boys, 10 paddling and one steering, and when the boat clears the surf and touches the sand passengers are carried ashore by two Kroo boys. The landing at these places is difficult, and often the passengers and baggage get drenched. Cocoa and other produce is handled from shore by the same means, and I have seen hundreds of bags of cocoa come on board the ships with water dripping out of them, principally at Barraco, Cape Coast, Winnebah and Saltpond.

"At Lagos, passengers and baggage are landed in a steam-tender. The ocean boats lay out in the roads, and although we anchored at 8am we did not leave the ship until 3.30pm and arrived at Customs Wharf at 6.50pm. We then had to wait landing and examination of baggage, and finally left the wharf shortly before 8pm with baggage conveyed by carriers (1 package, 1 carrier) for the hotel, known as Jones' Hotel, highly spoken of in Elder Dempster's guide book. After waiting around for some time, the proprietor was unearthed in no pleasant humour, and he greeted the crowd waiting with the words "No room, full up". After some parley he informed us he would put up camp beds and that "chop" would soon be ready. The "chop", as he in common with all Coasters call it, was beyond description, and although hungry I could not manage it. Camp beds were spread in all corners; the majority of guests seemed accustomed to it, principally miners for Northern Nigeria, but the beds, bedding and rooms in which they were placed, even at night were not such as would induce sleep, and when daylight broke the horrors of the situation were more fully realised.

"I interviewed the proprietor, bright and early, and found him in a more amiable mood, having rested, and enquired about accommodation. He told me the place would be empty after the train left for up-country, and that he would provide me with a room. This, however was not what I wanted. I told him I wanted to find other accommodation, as the hotel was not as clean as I liked, whereupon he told me he had another hotel not finished and at present un-occupied, but if I cared to see it I could do so. I found the new place was clean, and beds, bedding etc new, and although paint was not quite dry I transferred. In front of this place was an open-air "Picture Palace", and the din from 7.30pm until 11pm was not an attraction.

The hotel reminded me very much of "Dover House" when I first saw it. The proprietor, as stated in the guide book, is a "European", 23 years on the Coast, 14 years since last in England, and married to a black lady.

The Coast from the ship is very uninteresting; flat, dry looking country. Dakar, French, Freetown and Lome, captured from the Germans, are the best looking places, nicely laid out, and it appears more attention has been paid at these places to docking and harbour facilities than at our own ports. Freetown ashore is, however, a poor place. Lagos is now pushing harbour work, as also Accra and Seccondee, but owing to situation of the two latter places, it will be many years before cargo can be moved even by a launch. At Lagos, however, steamers of shallow draft (*sic*) even now cross the bar, and go right up to the wharves situated on the lagoon, and load produce. Harbour improvements here have not stopped on account of War, but I am told had it not been so, mail steamers would have been able to cross the bar and anchor at the wharves where the cargo steamers now load.

#### **“December 4**

After making arrangements for accommodation, I secured a rickshaw or go-cart, “The carriage of Lagos”, which you can hire at 2/- a day and two men to run same, usually at 1/- each per day, but they delight to charge a stranger more. I called at E. D. & Co’s office and saw the manager, Mr Little, and found him very busy, both outward and homeward mails being in and clearing that day. I found from him that it was most difficult to secure accommodation, and subsequently found out all along the Coast that the same conditions prevailed. He, Mr Little, asked me to call again, Monday, when he would have plenty of time. I next called at Bank and found it impossible to see Manager that day, he also being busy with mails, and in addition all places of business close at 11 am on Saturdays, the hours of business being 6 am to 11 am and 1 pm to 4 pm. Saturday mornings only. Consequently I was able to do very little, and began to realise what I later found out to be a fact, that it took a lot of time to accomplish anything in Africa. Those who have been in the West Indies and realised that nothing is done quickly, and who have experienced the annoyance of frequent delays, have a slight and only slight idea of conditions in West Africa.

During the afternoon I went up to the Railway terminus Iddo, which is situate about a mile from the centre of the business section of Lagos, and I saw here a steamer “Kivarri” of E. D. & Co loading Cocoa. In every sling taken from the dock some bags burst, and all around the ship on the wharf cocoa was strewn. I examined some of it and found it mouldy right through. It had been packed damp, and I learned that owing to scarcity of shipping it had been stored for some time. This had rotted the bags and the stuff I saw I considered not worth shipping.

#### **“December 5**

Sunday. Nothing could be done except to enjoy the luxury of hotel life.

#### **“December 6**

Called at Bank and saw Manager. He told me of principal cocoa districts and suggested I should see Mr P J C Thomas, a cultivator and general merchant, and Mr F E Williams of Agege, who has a cultivation of 200 acres. These people I subsequently saw after making repeated visits. I also visited Williams’ cultivation, and saw Thomas, an ex Government servant. I found that both these gentlemen were buyers and shippers of cocoa also, and wanted information and parted with nothing.

I again saw Little and the only suggestion he made was that I should see the Hon. Ajarra, M.L.C., a barrister who did their work, and who was highly interested in cocoa and the development of the country generally. He telephoned him and made an appointment which was not kept, and although I called fully a dozen times, as I heard so much about this man, and should have liked to have seen him, and although he made, in all, three appointments, I did not succeed in seeing this gentleman. I always heard he was in Court.

#### **“December 7**

I called on Lt. Governor Boyle, and after some conversation he referred me to the Central Secretary, Col. H C Moorhouse, CMG, DSO to whom he gave me a note. I found him most pleasant and willing to help me in any way. I met him subsequently on several occasions, and before leaving he asked me if any information was required to write to him personally, and he would see that it was supplied without any red tape delays. He had no printed reports of Ag. Dept. but got together a batch of papers dealing with the agricultural working of the Colony, and told me to drop in any time and go through them. I found out that the Director of Agriculture was on leave, and that the Asst. Kirby was Acting Director. The head-quarters of this department are at Ibadan about 150 miles up country. He wired instruction that I should be met at Ibadan, given accommodation and all information.

#### **“December 8**

Went to Agege, visited Williams’ cultivation Govt Farm etc. The road to Agege is a good one suitable for motor cars. On way there we had a puncture and typical of country, no spare tubes, so had to go last five miles without a tyre.

#### **“December 9**

Went to Ikorodu and Ejinim (*sic*) by motor launch. These are native villages and cocoa comes down from interior. Merchants send out buyers who buy and bring into Lagos by canoe. Both good centres.

#### **“December 10/11**

Had to lay up and send for Doctor—he attributed my condition to bad water. The only place I had any was

in Hotel where I had been assured all water was boiled, and I always saw it come out of filter.....I may say that I do not consider it safe to drink water even on board. They take water at points all along the Coast.

**“December 12**

Went to Apapa where Lever Brothers had a large plant for crushing kernels. This must have cost thousands, but they found it did not work well and closed down. The bungalow has about 20 rooms, all well furnished, at present closed.

**“December 13/16**

Left for Ibadan at 8 am and arrived there 4.30 pm. I learned on arrival that the Actg. Director was travelling and was met by C O Farquharson, Mycologist, and H Warren, Curator. Went through gardens and saw cocoa growing there, and by motor trolley to Onipo from which centre we tramped around the district and cultivations.

**“December 17**

Returned to Lagos, another weary journey by train

**“December 18**

Left on s/s Abuisi” (*sic*) for Accra

**“December 19**

Arrived at Accra 4.15 pm and got ashore through the surf about 6 pm. Having learned before I left Lagos that there was no accommodation at Accra, I wrote E D & Co’s agent, Mr Whitfield, asking him if he would be good enough to secure accommodation of some kind for me and wired him before leaving. I went direct to him and he told me it was impossible to get accommodation and all he could offer me for a day or two or until I could find accommodation was a corner on his verandah, and here I had to camp. He only had one bedroom. The verandah, however, was cool, and I made arrangements for food with him.

**“December 20**

Called on Colonial Secretary. He advised me to go to Aburi Botanical Station and see the Acting Director Bunting, go by rail to terminus Komfrudia (*sic*) also to see A E Evans at Coomassie.

Met Mr A Rowntree at the Club. He told me it was useless your thinking of doing business on the Coast, as competition was very keen. He also informed me what I had already learned, that he was Agent for Millers Ltd., who dealt largely in cocoa. He was not by any means favourable to any venture being made, and of course, it is to his advantage to keep out competitors.

**“December 21**

Went to Aburi by motor and met Actg Director of Agriculture Bunting, and C S Patterson, Entomologist. Went around gardens and district, the former are poor, the position being unsuitable, on the top of a hill.

**“December 22**

Went by rail to Komfrudia. New branch of Bank opened here. Saw manager and found no accommodation available so had to return to Accra that night. This is a centre of a large district and without some means of conveyance was impossible to see much.

**“December 23**

Went by rail to Misuam and then on one of Swanzy’s Motor Trolleys to Apediva. Swanzy’s engineer was just going out and I managed this time to get around a district in one of the combined firms’ cars. I met Millers & Swanzy’s agents here and found that their only fear about cocoa was Cadbury’s Agents.

**“December 24**

Saw Hutton Mills, who it will be remembered, is solicitor for the African Co-operative Association. I gave him their letter, so that I did not take any advantage of him. He would not discuss this company. He gave me to understand it was quite easy to get land as he was always foreclosing mortgages and selling. He is well spoken of on the Coast. A black man and member of Legislative Council. Left on S/S Salorga (?) for Secondee and called at Barraco, Winnebaha, Saltponds, Cape Coast.

**“December 29**

Arrived at Secondee and here had another experience of hotels. This place is run by a European and his wife. It was spotlessly clean and food good. Six bedrooms, two beds in a room, and the night I arrived

45 miners came off the ship from England. Camp beds and floor were provided. Secondee is not a cocoa district only cocoa port. I therefore wired Evans, Coomassie, but got no reply until afternoon of 30th.

**“December 31**

Left Secondee for Coomassie, 7 am, and arrived at 5.15 pm. Met by Mr Evans who had only limited accommodation, bungalow with one bedroom, so I again got corner of verandah.

**“January 1**

Around gardens. The only place of its kind I have seen here where cocoa was flourishing. Then around districts on foot for two days, saw cocoa growing and being brought down for sale.

**“January 4**

Returned by train to Secondee

**“January 5**

Sailed on S/S “Appam” and had the luxury of a cabin to myself. Called at Freetown and Dakar. Having German prisoners on board the usual call at the Islands was omitted.”

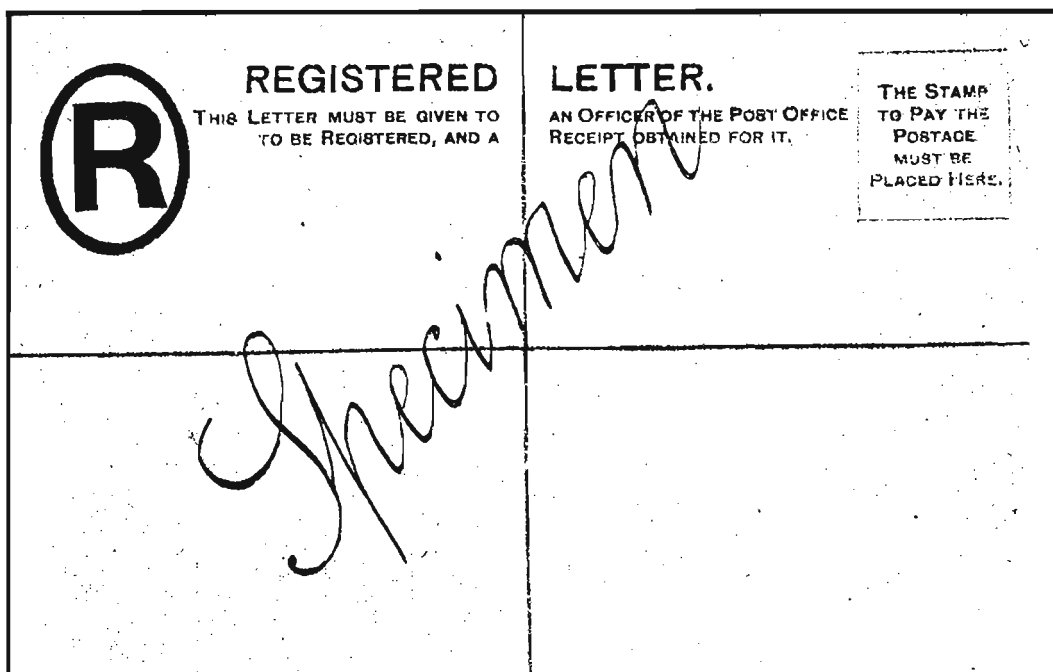
*Unfortunately the diary ends here just as it was going to get even more interesting—this is the sailing when the “Appam” was captured off Madeira and became a German “prize”! The writer was not enjoying himself. The entries get noticeably shorter as the tour goes on and he realizes he is wasting his time. It would just have crowned his trip for him to be intercepted and taken to the United States!*



## Gold Coast Postal Stationery with Manuscript “Specimen”

Jeremy Martin

The new Gold Coast book (Ref 1) records just one Registered Envelope (H&G 2 probably) with a manuscript “Specimen”. On a recent foray in France I came across a size G envelope H&G 2a with “Specimen” in manuscript, which is now illustrated.



Reference

1. Sacher J.(ed), Beale P., Ensor M., Martin J., and Newroth P., *The Postal Services of the Gold Coast to 1901*, p212, RPSL, London, 2003

# Nigeria KG V Stamp Booklets

Jeremy Martin & Rob May

Through the kindness of David Parsons of Spink, London, Jeremy Martin was able to view a collection of De la Rue archive material which was offered for sale in the Spring of 2004. As well as the archive, a few complete or nearly complete booklets were sold as individual lots.

The archive material consisted of some correspondence, examples of many of the interleaving advertisements and cover information on rates and regulations, and also some dummy booklets.

The correspondence started with a letter dated 5 February 1914 from De la Rue (Fig. 1) enclosing advertisement proofs and dummy booklets. There were four dummy booklets with deep red covers, blank front and reverse except that each one was marked “Specimen V”, “Specimen V (a)”, “Specimen V” and “Specimen VI” respectively in manuscript (*all also with a line above the specimen number as well as below, which I am not able to reproduce with the available fonts and symbols—ed*). Inside were six perforated blank “stamps” on gummed un-watermarked paper. There was also a dummy booklet with white paper covers with advertisements inside. Figure 2 shows the proof of the cover for the 2 shilling booklet of 12 halfpenny and 18 penny stamps (which was issued in 1915—Ref 1) but the dark red of the covers of the dummy booklets was too dark to copy satisfactorily. Figure 3 shows the sheet of 12 proof advertisements referred to in the letter.

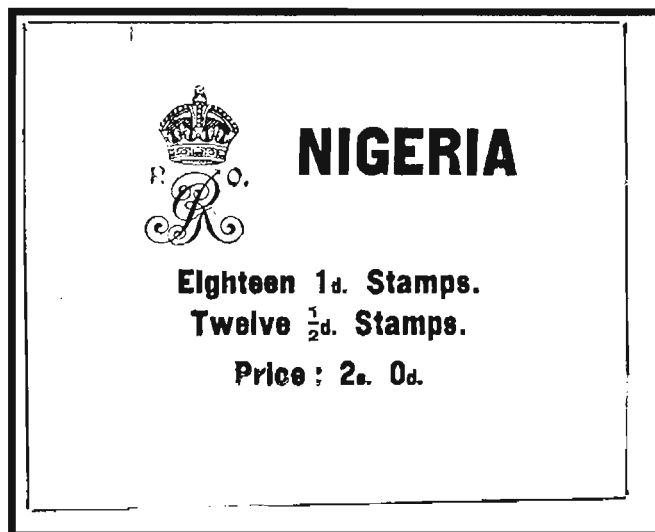


Figure 2

On 27 August 1917 the Crown Agents sent some specimen advertisements to De la Rue who replied on 3 September sending proofs of these; also quoting 97/- per 1000 to print more booklets, excluding the cost of the stamps, and giving an 8 week delivery time. This group of proofs, figure 4, shows the cover for the first 4 shilling booklet, not issued until 1921 (Ref 1).

The next letter was dated 26 January 1921 from De la Rue to the Crown Agents. The letter states “We enclose proofs of the seven existing and the five new advertisements, also proofs of the alterations to the inside and outside covers, together with the copy”, and quotes a price of 112/3d per 1000 with eight weeks for delivery. Figure 5 shows some of the rates of postage cover designs and proofs of the five new advertisements. The 4 shilling booklet of 12 penny and 18 two-penny stamps was issued in 1921 and later 1924 and 1926 printings were issued with the Die II stamps included. Further issues, in 1928 and 1929, of the 4 shilling booklets included the 2d stamps issues in new colours—chestnut and then chocolate (Ref 1).

On 25 February 1928 De la Rue sent the Crown Agents proofs in duplicate of three more advertisements, for Miller Brothers (of Liverpool) Limited, Compagnie Francaise de l’Afrique Occidentale and for “Ferrocrete” (Associated Portland Cement).

*Woolfenden & Co.*

*D*

*Southern Nigeria  
July 1913*

*Mess<sup>rs</sup> De La Rue & Co.  
110. Bunhill Row  
London E.C.4.*

*V/V  
118*

*29<sup>th</sup> January 14.*

8th Feb., 1914.

*We now send copies of the advertisements for the Nigeria Stamp books together with three Electro blocks.*

*Proofs in duplicate should be sent for transmission to the advertisers.*

*The advertisements should appear in the books in the order as given below:-*

- page 1 } Nestle's Anglo-Swiss Condensed*
- 2 } Milk Co.*
- 3 Groves & Lendley*
- 4 Fortnum & Mason*
- 5 England Clothing Co.*
- 6 Miller Bros*
- 7 Bank of S. N. Africa*
- 8 Compagnie Francaise*
- 9 J. Piggott & Co.*
- 10 Elder Dempster & Co.*
- 11 Gray & Sons*
- 12 Griffiths M<sup>rs</sup> Hester & Co.*

*We return the advertisements herewith.*

*We enclose proofs in duplicate of the advertisements, together with a proof of the front book-cover*

*Noted.*

*We enclose a dummy book showing the position of the advertisements. In the books themselves the advertisements will, of course, be printed in red on wax paper.*

*We shall be glad to know if the inside and back of cover are correct. These were formerly used in the Southern Nigeria Stamp Books.*

*sub.*

Figure 1

**THE ENGLAND CLOTHING Co.**

EVERYTHING FOR GENTLEMEN

BEST POSSIBLE VALUE

LOWEST POSSIBLE PRICES

**SEND FOR OUR PRICE LIST**

SUITS. SHIRTS. HATS. BOOTS. COLLARS. TIES. ETC.

SILK HEADTIES A SPECIALITY

**29, GREAT TITCHFIELD STREET, Oxford Street, LONDON, England.**

**EXPRESS SERVICE STEAMERS,**  
complete with every Convenience and Comfort,  
Marconi Wireless Telegraphy.

Leave **FORCADOS** every **WEDNESDAY**  
and **LAGOS** every **THURSDAY**

FOR  
**PLYMOUTH** and **LIVERPOOL.**  
Ferdows 12 days, Lagos 17 days to Plymouth and within  
5 weeks reach of London.

A SERVICE  
**ELDER Dempster & Co., Ltd.**  
Lagos & Calabar.

**NIGERIAN DRY DOCK & ENGINEERING CO., LTD.**  
Forcados.

**BANK OF BRITISH WEST AFRICA, LTD.**  
Kano, Lokoja, Onitsha, Zaria & Zungeru.

**COMPAGNIE FRANÇAISE  
DE L'AFRIQUE OCCIDENTALE**  
(THE FRENCH WEST AFRICAN CO.)

Capital - - 10,000,000 francs.

HEAD OFFICE—MARSEILLES.

BRANCHES IN EUROPE—Paris, Bordeaux, Manchester,  
Liverpool.

BRANCHES IN AFRICA.—Senegal, Gambia, Portuguese  
Guinea, French Guinea, Sierra Leone, Ivory Coast,  
Gold Coast, Dahomey, Nigeria.

FACTORIES IN NIGERIA.—Lagos, Kano, Zaria, Ibadan,  
Abokuta.

GENERAL MERCHANTS (Export & Import).—Provisions,  
Hardware, Crockery, Cotton Goods, Fancy Goods.

**MILKMAID BRAND  
CONDENSED MILK**



**IS FULL-CREAM MILK  
AND HAS  
THE LARGEST SALE  
IN THE WORLD.**

**MILLER BROTHERS  
(of Liverpool)  
LIMITED,  
LIVERPOOL.**

AND IN NIGERIA AT—  
Abeokuta, Ado-Ekiti, Benin, Bida, Ibadan,  
Kano, Lagos, Onitsha, Oyo, Sapele, Warri,  
Zaria, Zungeru, and other places.

**BANK OF BRITISH WEST AFRICA,  
LIMITED.**  
ESTABLISHED 1894.  
Bankers to the Governments of the Gambia,  
Sierra Leone, the Gold Coast and Nigeria.

HEAD OFFICE:  
17 & 18, Leadenhall Street, London, E.C.

Subscribed Capital £1,000,000  
Called Up Capital £400,000 Reserve £178,750  
Deposits received at Branches in Nigeria  
at the following Rates:—  
6 months 3 per cent. per annum.  
12 months 3½ per cent. per annum.

**IDEAL MILK**



**UNSWEETENED  
STERILIZED.**  
THE BEST UNSWEETENED MILK  
IN THE WORLD.

Cablegrams: ARMY, LONDON.

The Army & Navy Co-operative Society,  
LIMITED,  
105, Victoria Street, Westminster, London, S.W.

Supplies its Members with all necessities  
for the Colony of Nigeria.

PROVISIONS specially preserved, packed and  
shipped; Wines & Spirits, Arms & Ammu-  
nition, Tents, Camp Equipment, Clothing,  
Taxidermy, etc., etc.

Orders should be sent direct to the Secretary, where they  
will be attended to by an expert staff, specially engaged  
for the purpose, and secure the advantages derivable by the  
direct importation of fresh goods.

**FORTNUM & MASON'S  
WHISKIES** for  
Quality & Purity

In Bond 6- 9- 10- 12 years  
Per doz. 20/- 26/- 29/- 32/-  
Pro rata in cases of 16 bottles

Write for Overseas Grocery  
and Equipment Catalogues

FORTNUM & MASON, 15 Piccadilly, LONDON, W.

**GRIFFITHS, McALISTER & CO.**  
Export Provision Merchants,  
29 & 31, Manesty's Lane,  
LIVERPOOL; and  
14, BILLITER STREET,  
LONDON, E.C.

**PROVISIONS**

Suppliers of all  
Kinds of Provisions, Camp  
Equipment, Medical Stores, Wines,  
Spirits and Mineral Waters, etc., for Exploring  
and Mining Expeditions; also for private use abroad.  
All Goods suitably packed for Hot Climates, and made  
up in Loads suitable for all modes of Transport.  
Over 30 years' Experience of the West African Trade.  
Created an Award of Merit for Provision of the Lagos Exhibition, 1903.  
TELEGRAMS: "COOMASSIE, LIVERPOOL."  
"APPASABLE, LONDON."

**120 Patterns of  
Yorkshire  
Cloths FREE**



Wear tropical weight wools: its  
non-scorching, light, and  
"body" fits and wears well.  
Looks well. "Tropic" trends and  
textures are British wool.

**SUIT LENGTHS (Carriage  
Extra)  
10/6**

Can be made up on the spot. Have money.  
Send for Pattern Book No. 19. Up to 35s.  
But start at—

Or we tailor you (self measured) for 29/6.  
60, Lion Buildings,  
Groves & Lindley, Bubbardsfield, England.

**SEND FOR OUR 250-PAGE CATALOGUE  
POST FREE. We are WEST AFRICAN  
CLOTHING SPECIALISTS of 40  
years' reputation, and have the  
largest clientele of any firm  
trading in Southern Nigeria.**

**JOHN FIGGOTT, Ltd.,**  
217-119, Chancery, & 20th Street,  
LONDON, E.C.

Figure 3: the proof adverts attached to the letter of 5 Feb 1914

The first letter makes it clear that the arrangements between the Crown Agents and the advertisers were intended to place the same adverts in the same page of each booklet, and then the advertisements were also updated for each new booklet requisition, which means the sequence and design of the advertisements in complete booklets will be identifiable, not only between each of the catalogued requisitions, but also possibly between intervening requisitions which repeated the same stamp contents. It is not possible to date every one of the advertising proofs in this archive, although they all come within the period 1914-1928.

**Letters—**

**FOREIGN & COLONIAL.**

For delivery in the United Kingdom, any British Colony or Protectorate other than Nigeria, or at a British Post Office Agency in Morocco, or a British ship of War, not exceeding 1 oz. 2d.; every additional oz. or part thereof, 1d. Dimensions—No letter may exceed 2 feet in length, 18 inches in width, or 18 inches in depth. These dimensions also apply to inland letters.

For delivery in any Foreign country otherwise than as specified above: 3d. first oz., 1½d. each oz. after. Foreign Countries Dimensions—No letter may exceed 18 inches in any direction. Letters in the form of a roll may not in any case exceed 30 inches in length by 4 inches in diameter.

Parcels—	West African Colonies	United Kingdom
Not exceeding 3 lbs.	2 0	2 0
" " 7 lbs.	3 0	3 6
" " 11 lbs.	4 0	5 0

Parcel rates for other countries will be given at any Post Office.

F.T.O.

**POSTAL ORDERS.**

**POUNDRAGE.**

6d. up to 2s. 6d.	...	...	...	1d.
5s. up to 7s. 6d.	...	...	...	2d.
10s. up to 15s.	...	...	...	3d.
17s. 6d. up to £1	...	...	...	4d.

**RATES OF POSTAGE.**

**Inland Letters—**

For delivery in Nigeria, or in the British sphere of the Cameroons, 1d. per oz. or part thereof.

Post Cards 1d.

Newspapers 1d. for each two ounces.

Samples 1d. for first four ounces, 1d. for each two ounces after.

**Parcels—**

Not exceeding 3 lb.	9d.
" " 7 lb.	1/6.
" " 11 lb.	2/3.

Special rates are charged for inland parcels addressed to Sokoto and Bornu Provinces. (For Foreign & Colonial Rates see Back Cover.)



**NIGERIA**

**Eighteen 2d. Stamps.  
Twelve 1d. Stamps.  
Price: 4s. 0d.**

**GRIFFITHS, McALISTER  
& CROOK, LTD.**

PURVEYORS OF COMPLETE  
TROPICAL OUTFITS

TAXIDERMISTS

GENERAL  
AGENTS

Also  
Provisions,  
Wines, Spirits  
& Medical Stores  
Insurances Effected

**KIT AND EQUIPMENT**

21 & 21, MANEXTT'S LANE

LIVERPOOL.

London Showrooms:

11 & 12, WARWICK ST., BERTY ST., W.1.

Telegrams & Cables: "Coomassie," Liverpool

**RATES OF POSTAGE.**

*(in Heavy type)*  
Inland Letters—  
For delivery in Nigeria, or in the British sphere of the Cameroons, 1d. per oz. or part thereof.

Post Cards 1d.

Newspapers 1d. for each two ounces.

Samples 1d. for first four ounces, 1d. for each two ounces after.

**Parcels—**

Not exceeding 3 lb.	9d.
" " 7 lb.	1/6.
" " 11 lb.	2/3.

Special rates are charged for inland parcels addressed to Sokoto and Bornu Provinces. (For Foreign & Colonial Rates see Back Cover.)

Figure 4: proof advertisements attached to letter of 3 September 1917

**COMPAGNIE FRANCAISE  
DE L'AFRIQUE OCCIDENTALE**

(THE FRENCH WEST AFRICAN CO.)  
LIMITED COY. REGISTERED IN FRANCE.  
Capital - - - 25,000,000 francs.  
HEAD OFFICE.—MARSEILLES.  
BRANCHES IN EUROPE.—Paris, Bordeaux, Liverpool, Manchester.  
BRANCHES IN AFRICA.—Senegal, Gambia, Portuguese Guinea, French  
Guinea, Sierra Leone, Ivory Coast, Gold Coast, Gabon, Nigeria,  
Togoland, Cameroons.  
FACTORIES IN NIGERIA.—LAGOS, KANO, PORT HARCOURT, Abakaliki,  
Ibadan, Benin, Zaria, Iwo, Aha, Orskoli, New-Abia.  
GENERAL MERCHANTS.—Export—Palm Kernels, Palm Oil, Cocoa, Shea  
Nuts, Shea Butter, Ground Nuts, Hides, Skins, etc. etc.  
Import—Provisions, Tobacco, Hardware, Building Material, Croceries,  
Cotton and Fancy Goods.

*Forwarded proof*

**THE COLONIAL BANK**

Established by Royal Charter, 1836

Subscribed Capital - - £3,000,000  
Paid-up Capital - - - £900,000  
Reserve Funds - - - £400,000

Branches throughout Nigeria and other  
British West African Colonies.  
Every kind of banking business transacted.

**SAVINGS BANK DEPARTMENT**

**PROVISIONS & CAMP EQUIPMENT**

We make a speciality in catering for  
Europeans proceeding to West Africa.  
Goods packed for all modes of  
transport.  
All goods delivered free on board.

**WESTON'S STORES, LIMITED,**  
Export Department,  
CANNING PLACE, LIVERPOOL.  
Cables: "Equator," Liverpool.



**NIGERIA**

Eighteen 2s. Stamps.  
Twelve 1s. Stamps.  
Price: 4. 0s.

**THE ENGLAND CLOTHING Co.**  
(E. TURNER, Ltd.)

IS THE RIGHT HOUSE TO  
BUY YOUR CLOTH,  
SUITS,  
SHIRTS,  
Etc.

**SEND FOR OUR PRICE LIST**

ALL  
GOODS  
BEST VALUE  
LOWEST POSSIBLE PRICES.  
Prompt Despatch Guaranteed.  
29, GREAT TITCHFIELD STREET,  
Oxford Street, LONDON, England.

**GRIFFITHS, McALISTER & Co.**  
Manesty's Lane,  
LIVERPOOL.

Telegrams & Cables:  
"Coombasia,"  
Liverpool.

Established  
1880.

**"CHOP" & EQUIPMENT**

Chop Boxes  
a speciality.  
Goods packed for  
all modes of transit.  
Wines, Spirits & Medical Stores.  
Agents for "P.D." Whisky,  
Seager Evans' Gin and Dow's Port.

**RATES OF POSTAGE.**

**Inland—**  
For delivery in Nigeria, or in the British sphere  
of the Cameroons, 1d. per oz. or part thereof.  
Post Card 1/2d. each Card.  
Newspapers 1/2d. for each two ounces.  
Samples 1d. for first four ounces, 1/2d. for each  
two ounces after.

**Parcels—**  
Not exceeding 3 lb. 6s.  
" " 7 lb. 1s.  
" " 11 lb. 1/6  
Special rates are charged for parcels addressed  
to Sokoto and Bornu Provinces.

**Foreign—**  
For delivery in the United Kingdom, any  
British Colony or Protectorate other than  
Nigeria, or at a British Post Office Agency in  
Morocco or West-Hal-Wel or a British Ship of  
War, not exceeding 1 oz. 2d.; every additional  
oz. or part thereof 1d.  
For delivery in any Foreign Country otherwise  
than as specified above, not exceeding 1 oz.  
2d.; every additional oz. or part thereof 1 1/2d.  
No letter may exceed 2 feet in length, 1 foot in  
width, or 1 foot in depth.

**Parcels—** W.A. Colonies & U.K.  
Not exceeding 3lb..... 2 0  
" " 7lb..... 3 0  
" " 11lb..... 4 0  
Parcels rates for other countries will be given at  
any Post Office.

Figure 5: attachment to letter of 26 January 1921



Figure 6

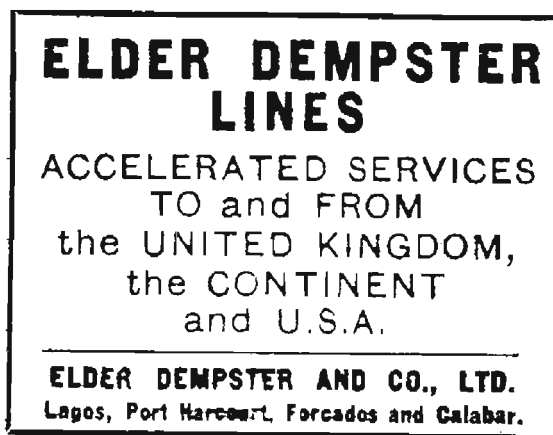


Figure 7

Figures 6 and 7 show examples of later updating of advertisements; figure 6 being attached to a letter of 5th March 1928 reading "I forward herewith approved proof for the Niger Co.'s advertisement in the stamp booklets on order under the above reference" (G/Nigeria 8659) and figure 7 being one of four advertisement proofs attached to a letter of 16 October 1928 reading "G/Nigeria 149 With further reference to your letter of the 11th October relative to stamp booklets we have the pleasure to submit herewith proofs in triplicate of the one new, and the three amended advertisement interleaves as instructed."

Reference

- 1 Gibbons, Stanley, "*Commonwealth & British Empire Stamps, 1840-1952*", 2004 edition



## No Stamps at Cameroons, West Africa – A Pre-colonial Mailing

**Bob Maddocks**

The cover illustrated both sides at Figure 1, was mailed from the Cameroons some two years before that part of West Africa was annexed on 14 July 1884 by Germany and five years before the first regular postal service was established in Kamerun, as the territory became known, on 1 February 1887.

Addressed to Manchester (England) the letter was not franked at the point of despatch but was superscribed "No Stamps at Cameroons, West Africa". Subsequently a charge of 6d, as hand-stamped on the front of the cover, was collected at the destination where it was postmarked 4 January 1882. On the reverse is the arrival postmark of the post office in the port of landing in England "2A/ LIVERPOOL/ BR PACKET/ 13 JA/ 82". (Given that the Liverpool date stamp would have been applied before that of Manchester, the latter's date should surely have read 14 January and not 4 January, unless of course the Liverpool mark is the one that is wrongly dated).

Mail packets from the United Kingdom to the West Coast of Africa had been first established in October 1852 as per GPO Instruction No 47 and Notice to the Public issued that same month (Ref 1). A Packet Contract was given to the British African Steam Navigation Company and in 1869 it was extended to include the African Steamship Company when the two lines co-operated in their sailing schedules. Initially sailings were out of Plymouth; they were transferred to Liverpool in 1856. The letter postage rate to various ports in West Africa, including the Cameroons, was 1/- per ½ ounce; from April 1858 this was reduced to 6d per ½ ounce.

According to Ince & Sacher (Ref 2) the British Postmaster General gave instructions to appointed Packet

Agents (initially at Lagos and Fernando Po) that mail in the reverse direction was to be prepaid at the same rates if for foreign destinations, but pre-payment was optional if to a British address. In August 1862 prepayment of postage on British destination mails was still optional, without any surcharge being raised, but when British postage stamps were introduced in West Africa in June 1874 for use by appointed Packet Agents, pre-payment became mandatory.

When this cover was posted, however, Cameroons was an open port; it was not under British or German administration though trade there was very much dominated by British merchants. From the evidence of this cover it would seem that there was no Packet Agent appointed at Cameroons and therefore no likely source of supply of British stamps for pre-payment of postage in this instance.

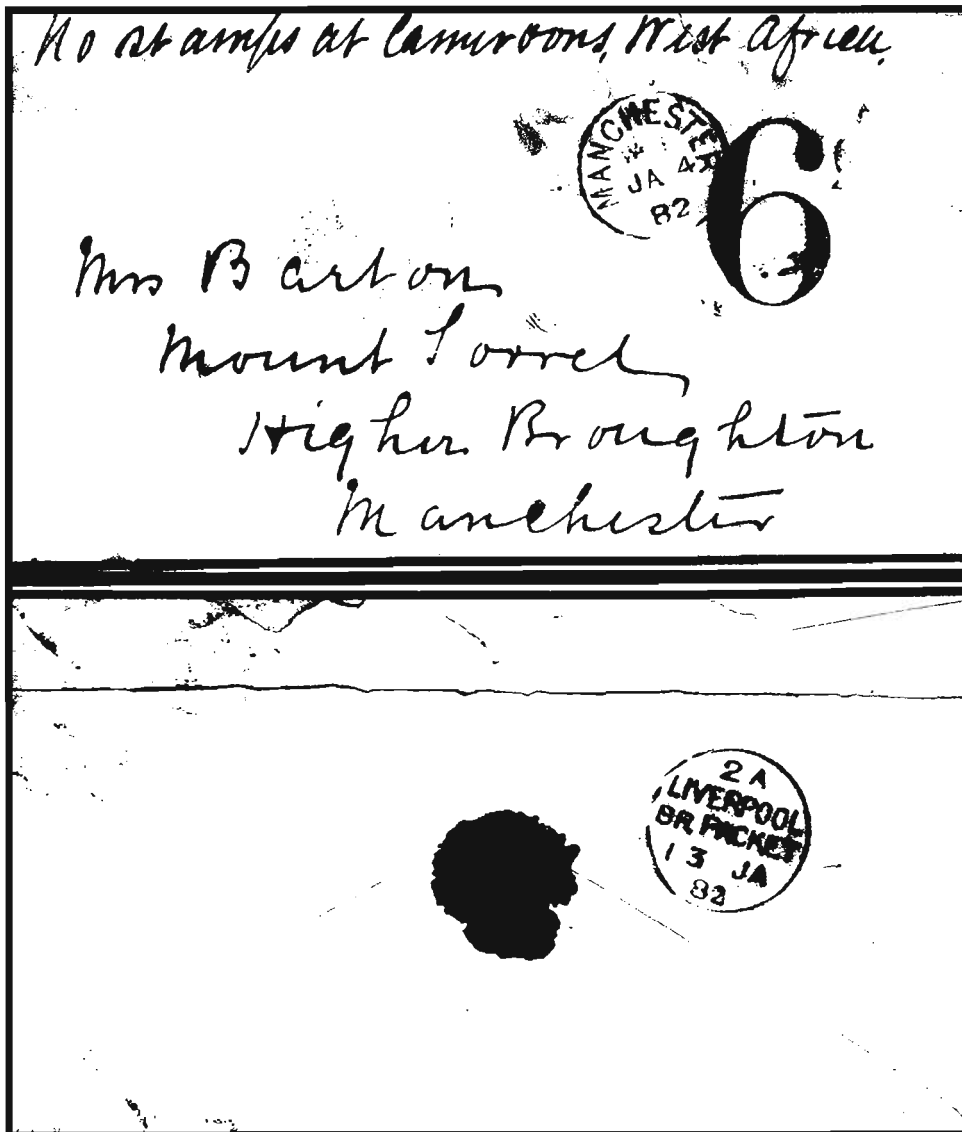


Figure 1

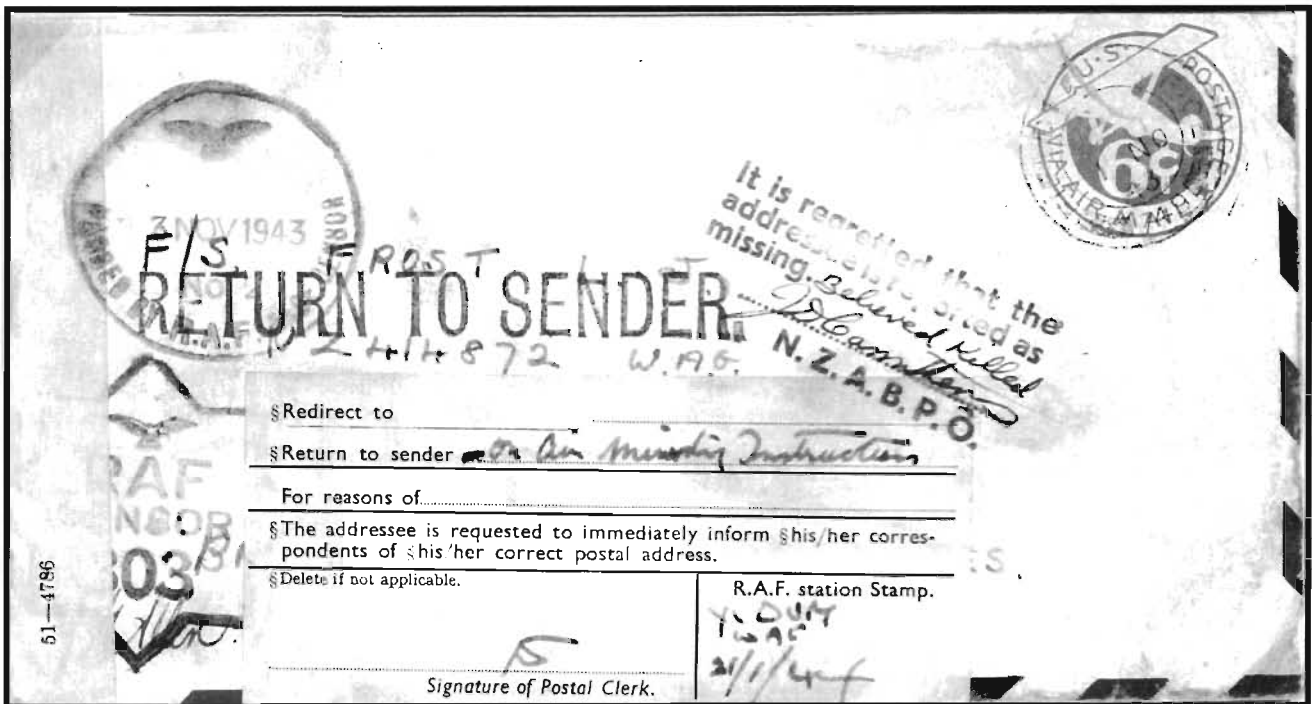
#### References

1. Maddocks R.J., *Marking Time 1887-1987 Kamerun – Douala*, Cockerill series booklet No 62, 1990
2. Ince J.F. & Sacher J., *The Postal Services of the British Nigeria Region Prior to 1914*, RPSL, London 1992

# Gambia—New Zealand Forces in WWII

Nick Colley, via Jeremy Martin

At a Forces Postal History Society meeting in 1999 Nick Colley gave the President's display which included the Gambia item illustrated and written up here.



The addressee, Flt/Sgt. Frost, was a New Zealand Wireless / Air Gunner, serving with the RAF in 200 Squadron, operating Liberators, based at Yundum in the Gambia.

The squadron was engaged on anti-submarine patrols off West Africa, and it was on one such patrol on 11 August 1943 that the addressee was a member of the crew of Flying Officer L.A.Trigg. They sighted a surfaced U-boat off Dakar, U-468, and attacked.

Under very heavy flak the aircraft pressed on, releasing six depth charges, two of which hit the submarine which sank within minutes. However, the aircraft was set on fire and crashed into the sea, with the loss of the entire crew.

Seven survivors from the U-468 were picked up the next day and, after the subsequent interrogation of the captain, Oberleutnant zur See Schamong, it was clear that the courage of the aircraft's crew in maintaining the attack under dire conditions was of the very highest order of bravery. As a result, Flying Officer Trigg was posthumously awarded the Victoria Cross.

This cover is from a fellow New Zealander serving in Algeria (apparently with 293 Squadron—unit censor R14/303), and was returned from the RAF at Yundum "on Air Ministry Instructions" - which usually meant that the addressee was either killed or a prisoner of war. On its way back to the sender it would have been handled by the New Zealand Army Base Post Office in Cairo, where the dreadful cachet 'It is regretted ....' would have been applied.

# Cameroun — Plating the Sterling Issue of 1961: the 1½d on 5 Franc and the 3d on 15 Franc Stamps

Marty Bratzel, Bryan Lythgoe, Rob May and Nick Carter

## Introduction

In the early 1960s, one of us (Nick Carter) lived in Lagos and had the opportunity to purchase from street vendors quantities of postage stamps that had been used in the Southern Cameroons. The vendors had obtained the stamps from various business establishments in the city, and all the stamps were on pieces of the original envelopes. The appearance was quite scruffy, but the blessing was that many were obtained in multiples, often up to 15 stamps or more.

The timing for obtaining these stamps was most auspicious, as this was during the transition of the Southern Cameroons from British administration to reunification with independent Cameroun. The stamps obtained prior to October 1961 were generally Nigerian stamps overprinted with CAMEROONS / U.K.T.T. Those acquired after that date and through mid-May 1962 were generally independent Cameroun stamps overprinted with new values in sterling currency.

After reunification on October 1, 1961, the use of sterling currency continued in what was now West Cameroon until the CFA franc of independent Cameroun could be introduced some six months later. The currency transition was basically completed by mid-May 1962 and was officially terminated on June 30, 1962. Maddocks (Ref.1) has examined the currency transition in some detail, including the extended time required — until 1966 — to bring the postal tariffs of West Cameroon into line with those of the rest of the country.

On October 1, 1961, 12 then-current Cameroun postage stamps revalued with sterling currency were introduced in West Cameroon. These remained in use until stamps in CFA francs were introduced in April 1962.

The availability of large multiples of some of the sterling-overprinted stamps raised the question — can we plate the overprint for each position in a sheet of stamps? Two of us (RM and BL) had previously participated in a collaborative effort that had met with some success. With the larger quantity of material now available, we were able to completely plate the 1½d on 5 franc ploughmen stamp (Figure 1) and the 3d on 15 franc Wouri bridge stamp (Figure 2). Both stamps were from the F.I.D.E.S. series originally issued in 1956. Each sheet consists of 25 stamps, arranged 5 x 5.

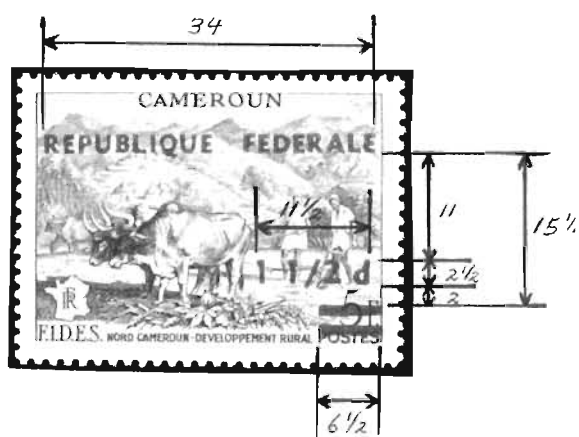


Figure 1. The 1½d overprint setting.

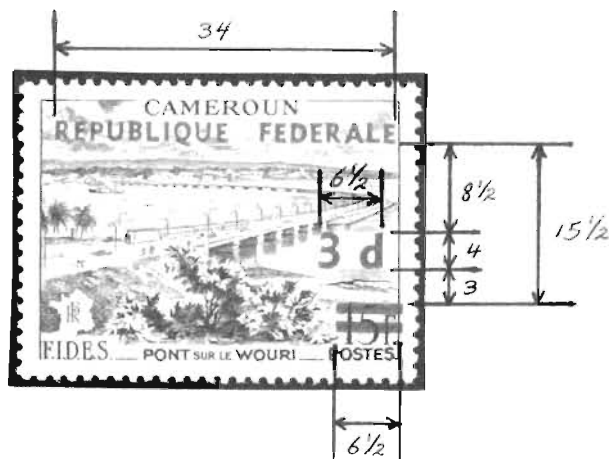


Figure 2. The 3d overprint setting.

Prior work (Ref 2) with the 3 d on 15 franc Wouri bridge stamp led to the following observations about the overprint:

There is a wide variation of the depth of inking.

Horizontal misalignments across a row of stamps are common.

The top of the d in 3d almost always slopes slightly upward to the right.

A later report (Ref 3) observed that the layout of the overprint for the 1½d on 5 franc ploughmen stamp was identical to that for the 3 d on 15 franc stamp. The only difference was the exchange of the 1½d and the 3 d in the setting.

In the present study, we examined more than 600 copies of the 3d on 15 franc stamp and almost 200 copies of the 1½d on 5 franc stamp, including a number of large multiples. Some stamps still had margin selvage, which also assisted with the plating. In addition, one of us (BL) has a proof impression of positions 1 - 15 for the 1½d overprint. (Ref 4)

We report the following observations and conclusions for both the 1½d and the 3d stamps.

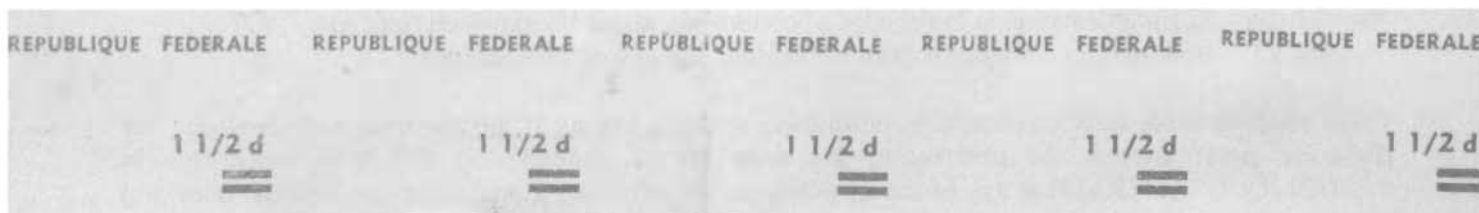
### The Overprint Settings

The overprint on each stamp consists of the words REPUBLIQUE FEDERALE set as a single line, a new value, and two bars positioned to obliterate the old value. Each unit was repeated 25 times to comprise a full plate for use on the printing press to overprint a sheet of 25 stamps in a single operation.

### The 1½d Setting

Each unit is well composed relative to the position and the spacing of the component parts, with no discernible differences among them, at least none that would facilitate plating individual stamps. The pertinent measurements are shown in Figure 1.

Assembly of the constituent components into the full plate yielded a number of distinctive characteristics which facilitate plating multiple copies of the stamp. First, there are horizontal misalignments across each row of five stamps. This is most easily seen with the wording REPUBLIQUE FEDERALE. More specifically, the overprint is vertically displaced upward for stamps in the fourth and fifth columns, relative to the overprint position on stamps in the first three columns. As seen in Figure 3, this displacement can be upwards of 1½ mm. Also, for some positions in the setting, the line of text is angled slightly relative to the text for other stamps in the row.



**Figure 3.** Alignment on the third row of the 1 1/2 d setting.

The spacing between rows is constant. Measuring from the bottom edge of the lower bar on one stamp to the top edge of REPUBLIQUE FEDERALE on the stamp below, the spacing is consistently 9 mm.

The vertical alignment of the overprint for each column is good, with no perceptible misalignments. However, the spacing between each column is variable. Measuring from the right side of the final E in FEDERALE on one stamp to the left side of the R in REPUBLIQUE on the adjacent stamp to the right, the column spacings are approximately as follows ( $\pm \frac{1}{4}$  mm):

- Between columns 1 and 2: 6½ mm
- Between columns 2 and 3: 6½ mm
- Between columns 3 and 4: 5½ mm
- Between columns 4 and 5: 5½ mm

### The 3d Setting

As for the 1½d setting, each unit of the 3d overprint is well composed, again with no discernible differences among the 25 positions. The pertinent measurements are shown in Figure 2.

The same distinctive characteristics observed for the 1½d setting are also present for the 3d setting, specifically the misalignment across each row of five stamps (Figure 4). Also, the spacing between columns follows the same pattern. However, the spacing between rows has one noticeable difference. For the 3d stamps, the spacing between rows 1 and 2, 2 and 3, and 4 and 5 is 9 mm, just as for the 1½d stamps, but the spacing between rows 2 and 3 is only 8 mm. The spacing between two given rows is consistent across the sheet.

### Comparing the Settings

To confirm our theory that the same basic plate was used to prepare both denominations, with only the values exchanged, we compared a specific position in the 1½d setting with the corresponding position in the 3d setting. For a number of the positions, we note that one of the bars in each pair may extend slightly further to the left or right than the other. This characteristic was not necessarily consistent for corresponding positions in the two settings. Slight shifts would not be unexpected, considering that the plates were partially disassembled to substitute the new values. There are, however, distinguishing characteristics for the bars at positions 20 and 25 (Figures 5 and 6) to lead us to conclude that the same basic plate was indeed used for both.

### Plating the 1½d Stamp

We examined almost 200 copies of the 1½d on 5 franc stamp, including multiples as large as 10. We also had the proof impression for positions 1 - 15. The overprint on each stamp is in vermilion, with all impressions neat, i.e. not smudged. We note, however, that since the overprint was applied to an engraved stamp, the vermilion ink did not transfer or adhere uniformly upon application. This provided an additional, albeit small, challenge to plate the stamps.

With careful examination of each position in the setting, we identified characteristics that allow unique identification of only two positions in the sheet (Figure 5).

Position 20: Slight indentation to lower edge of bottom bar, about 1½ mm from right end.

Position 25: Bottom right corner of bottom bar angled; top of d in 1½d rounded.

These characteristics were confirmed by examining multiple copies of stamps from each position. Of particular significance is the observation that there are *no* examples of broken or worn type in REPUBLIQUE FEDERALE at any of the 25 positions. Of secondary significance, we note the following characteristics for the bars:

Position 3: Top bar extends slightly further to the left than the bottom bar.

Position 6: Bottom left edge of bottom bar gently angled.

Position 18: Top bar extends slightly further to the right than the bottom bar.

Position 22: Top bar extends slightly further to the right than the bottom bar.

From examination of postmark dates, the 1½d stamps were available from October 1, 1961, although the vast majority of used copies and large multiples date from April 1962. Their use was apparently necessitated as supplies of larger denominations were exhausted.

## Plating the 3d Stamp

We examined more than 600 copies of the 3d on 15 franc stamp, including multiples as large as 15. As for the 1½d stamp, with multiples, it is possible to identify stamps for all 25 positions, and we identified characteristics that allow unique identification of seven positions in the sheet (Figures 6 - 11). The distinguishing characteristics, summarized below, were confirmed by observing the characteristics on multiple copies of stamps from each position.

- Position 14: Final E in FEDERALE — all 3 arms shorter, but all of equal length.
- Position 18: Final E in FEDERALE — all 3 arms shorter, with the bottom one shortest; nick at bottom left; top of d in 3d rounded; top bar extends slightly further to right than bottom bar.
- Position 19: Final E in FEDERALE — all 3 arms shorter, but all of equal length; top of d in 3d flat; bottom bar extends slightly further to the left than the top bar.
- Position 20: Final E in REPUBLIQUE — bottom arm shorter; slight indentation to lower edge of bottom bar, about 1½ mm from right end.
- Position 22: 3d — d faintly printed and top slightly pointed.
- Position 23: Arms of the final E in both REPUBLIQUE and FEDERALE slightly shorter; leg of R in FEDERALE pointed.
- Position 25: Bottom right corner of bottom bar angled; final E in FEDERALE — top side of upper arm slightly uneven.

Of secondary significance, we note the following characteristics for the bars:

- Position 1: Top bar extends slightly further to the right than the bottom bar.
- Position 3: Top bar extends slightly further to the left than the bottom bar.
- Position 7: Bottom bar extends slightly further to the left than the top bar.

When taken in conjunction with the major characteristics noted above, along with the spacing between columns and rows, the characteristics of the bars were useful for plating multiple copies.

We encountered, however, an unexpected wrinkle. Some stamps which plated to positions 14, 18, 19, 20, 22, 23, and 25 did *not* exhibit damage to the letters in REPUBLIQUE FEDERALE or to the d. Also, we found copies from a given position that exhibited relatively more or less damage. The primary keys to the plating were the constant characteristics to the bars at positions 20 (the slight indentation) and at position 25 (the angled corner), as well as the spacing between rows and columns and the relative characteristics of the bars at other positions, as noted above.

We considered the possibility that the characteristics were the consequence of non-uniform adherence of the ink to the engraved stamp. Upon careful examination, we concluded that the characteristics noted above were not due to the printing process.

Questioning whether any and all of the stamps were indeed from the assumed positions, we endeavoured to rearrange the assignments, but there are interlocking characteristics for other positions — in particular, the bars at positions 20 and 25 and the spacing — to lead us to conclude that our assignments are correct. The absence of damage or wear for some examples from the above-noted positions made it difficult — but not impossible — to plate even multiples of stamps with undamaged overprints. Nonetheless, we were able to confirm that examples with *no* wear or damage do occur for those positions.

We considered the possibility of two settings of the overprint plate, or that letters were replaced during the print run. However, the constancy of the unique bar characteristics at positions 20 and 25, plus the relative characteristics of the bars at other positions, lead us to conclude that only one plate was used, without modification, for the print run. We also concluded that progressive damage or wear occurred at some positions during the print run.

We made the additional observation that, unlike the 1½d overprint, two different inks were used to prepare

the 3d overprint:

- The overprint colour is orange red or vermilion (Ref 5) on approximately 75% of the more than 600 stamps examined. The impression is generally sharp.
- The overprint colour is red on approximately 25%. The impression is generally smudged, with letters often filled in.

The two shades show no discernible difference under ultra-violet light.

The smudging of the red overprints posed yet another challenge to the plating, but the distinctive characteristics noted above for positions 20 and 25 are indeed present. Notably, we found *no* examples of damaged overprints with red ink — all the examples with damage are for vermilion. This leads us to conclude that the initial printing was with red ink and that a change was made to vermilion, probably because of the unsatisfactory behaviour of the ink and consequent appearance of the overprint.

We considered whether the overprints were prepared with separate printings at different times. We think not. Upon examination of the postmark dates on the 3d stamps, we find that stamps with both overprint colours were available for use early in October 1961 and both continued in use concurrently through to the end of their validity in April-May 1962. Indeed, some envelope pieces have 3d stamps with both vermilion and red ink. In addition, we find stamps with damaged or worn overprints postmarked from October 1961 through late April 1962. In other words, the printing for all the 3d stamps was complete before their introduction on October 1.

### **The Printing Order and Quantities**

As noted earlier, no examples of worn type in REPUBLIQUE FEDERALE were observed for any of the almost 200 copies of the 1½d stamps examined. From this, we conclude that the 1½d stamps were prepared first, using vermilion ink, and then the 3d stamps prepared using first red ink and then vermilion ink. We also conclude that there was only one printing for each. The question remains unanswered as to where the printing was done.

Pull details on the back of the proof impression for the 1½d overprint indicate that the print run was 1,000 sheets, for a total of 25,000 stamps. One sheet was fed into the press upside down, resulting in an inverted overprint. The error was not noticed, and the stamps were postally used at Victoria on November 3, 1961. The pair shown in Figure 12 are from overprint positions 7 and 8.

### **Final Remarks**

For both the 1½d and the 3d stamps, there are a number of other, subtle characteristics for various positions which one becomes used to looking for when plating multiples. These do not, however, easily lend themselves to verbal or visual description.

Information about the plating of other stamps in the set will be reported on in due course.

### **REFERENCES AND FOOTNOTES**

1. Maddocks, R.J. Southern Cameroons in Postal Transition. *Gibbons Stamp Monthly*, January 2002, pp. 80-85.
2. May, Rob, Michael Wright, John Smith and Brian Lythgoe. Cameroun 1961 Sterling Surcharges. *Cameo*, Vol. 6, No. 5, January 2000, pp. 248-252.
3. May, Rob. Cameroun 1961 Sterling Surcharges Reprinted. *Cameo*, Vol. 6, No. 7, July 2000, pp. 330-331.
4. The proof impression is on rough un-watermarked paper not unlike newsprint. A complete proof of all 25 positions is known, as is a proof of the top three rows with the overprint double. These latter proofs were not examined as part of the present study but are reported to be consistent with all stamps seen.
5. *Michel Schwaneberger Farbenhfhrer*. 27. Auflage, Munich, Schwaneberger Verlag GmbH.



Figure 5. 1½d stamp — Positions 20 and 25.



Figure 6. 3 d stamp — Positions 20 and 25.

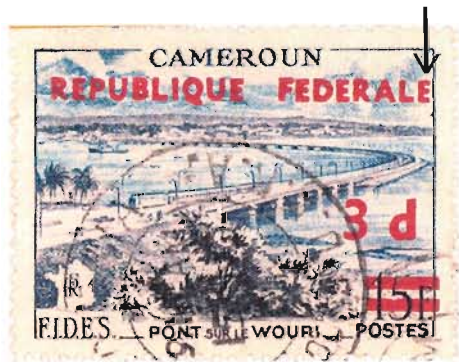


Figure 7. 3 d stamp — Position 14.



Figure 8. 3 d stamp — Position 18.

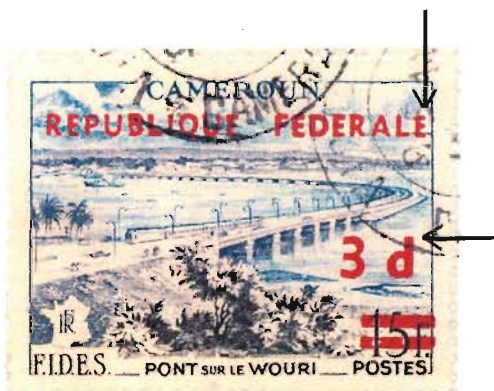


Figure 9. 3 d stamp — Position 19.



Figure 10. 3 d stamp — Position 22.



Figure 4: Alignment on the third row of the 3d setting



Figure 11: 3d stamp - position 23



Figure 12: 1 1/2d stamp - inverted overprint positions 7 and 8

# Sierra Leone Quadruple Air Rate

John Cooper



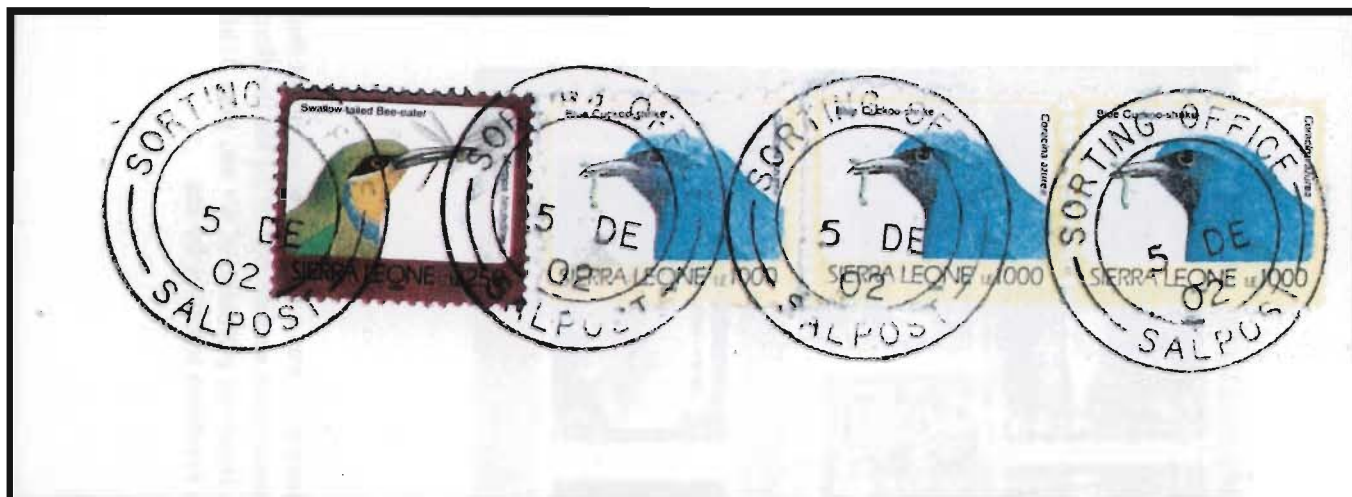
I am a Jubilee collector rather than West Africa but I think members may be interested to see the cover illustrated. I was a little confused about the rate until I read Ted Proud's book (Ref 1). The rate of 4/6½d is made up of 3d registration, air 1/- per half ounce, plus surface rate of 2d for the first ounce and 1½d for each subsequent ounce. The cover is marked 50gm, which is just under 2 ounces, so requiring payment of 4/- air, plus 3½d surface, plus 3d registration. The cover is dated 1935 and sent by the French route, from Dakar, getting from Freetown to Dakar by sea.

Reference

1. Proud E.B., *The Postal History of Sierra Leone*, Proud Bailey, Heathfield 1994

# Sierra Leone; Recent Postal Forgery

Jeremy Martin



The stamps illustrated above are copied from a cover dated 5 December 2002 from Sierra Leone to Jersey, on an UNAMSIL printed envelope. The 2501 swallow-tailed bee eater, perf 14 x 15, is genuine. The three 0001 African blue cuckoo shrike stamps are forgeries. They are "sewing machine" perforated and difficult measure exactly. The colours are also paler than genuine stamps; possibly colour photocopies.



## Cameroun 1967 Essays

Bob Maddocks

Illustrated below are essays of two stamps designed to commemorate the 7th anniversary of Independence of the Cameroun Republic in 1967, albeit the country was then known as the Federal Republic of Cameroun. It seems that two values, 20f and 25f were considered as separate submissions, with only the 20f stamp being issued to mark this occasion. The 25f essay, printed by Delrieu showing a three-quarter length portrait of President Ahidjo, appears not to have been taken up.



# 1921 Stamp Shortage in Cameroun

Dudley Cobb



Figure 1



Figure 2

Various uses of Gabon and Congo stamps during a stamp shortage in Cameroun during 1921 are illustrated. Figures 1 and 2 cover the period from 15 February, when the first order reported by Rob May (Ref 1) came into effect, authorising the use of 5c and 10c Afrique Equatoriale Gabon stamps (SG 52 and 53). The small covers in figure 1 are to Governor Bonnacarrère, who signed the orders, and to his wife. In both cases they have used the 10c Moyen Congo (SG5) two days before his own order authorising its use from 11 March. The 5c on the cover to Madame Bonnacarrère is the earlier Gabon 5c, reading "Congo Francais Gabon", SG 36.

A further order—not seen—was issued on 11 March, and figures 3 and 4 relate to the period after that:



Figure 3



Figure 4

They show 10c Gabon, SG 53, and 10c Middle Congo, SG5, used in Douala on 14 March and the 10c Congo Francais Gabon, SG37, along with the 5c Cameroun Occupation Francaise overprint, used at Nkongsamba on 29 March.

I suggest that the 11 March order was worded similarly to that of 12 May, ie “5c and 10c stamps of Gabon and Middle Congo”, to furnish retrospective validation of the wider range of stamps that had in fact filled the gap; 6 issues in all, comprising Gabon SG 36, 37, 52 and 53, along with Middle Congo SG 4 and 5.

It would be interesting to see other examples, including any with the 5c stamps of Afrique Equatoriale Gabon, SG52 and Middle Congo SG4, and cancellations at other offices. (*ed—see figure 5, below, for Gabon SG52 along with Middle Congo SG 5 used from Lolodorf to a taxidermist in the USA on 24 May 1921, between the 12 May date of the order withdrawing their validity and the final date of 1 June, from my own collection. The rate is 70c; there is another Middle Congo 10c on the reverse*)



Figure 5

Reference

1. May R., “1921 use of Gabon and Congo stamps in Cameroun”, *Cameo*, Volume 7 p186, WASC, July 2002

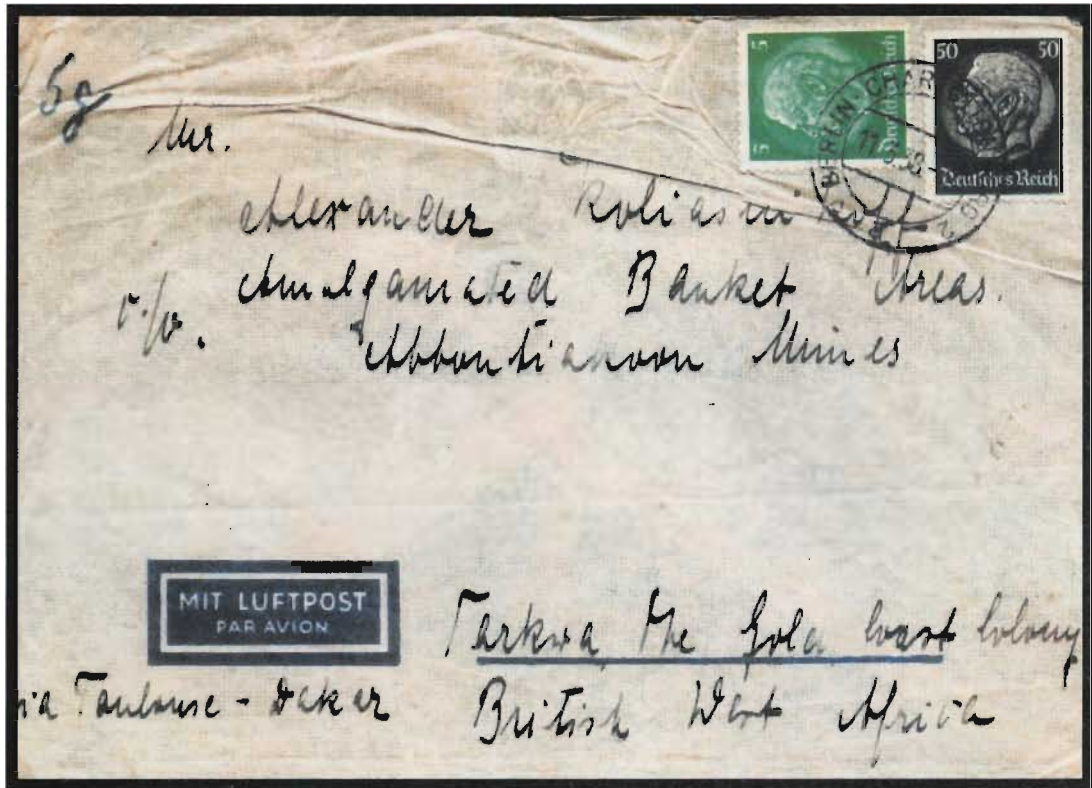


## Missent to Prestea, Gold Coast

Jeremy Martin

Via Frank Walton and courtesy of Paul Davey I am able to illustrate a “MISSENT” mark not recorded in the Gold Coast handbook (Ref 1).

This is on a cover from Berlin, interestingly via the French air service, to Tarkwa in the Gold Coast. In error it was sent to Prestea where a black MISSENT mark was applied along with a PRESTEA date-stamp of 17 March 1938.



Reference

1. Ensor M. (Ed), *The Postal Services of the Gold Coast 1901-1957*, p203, WASC, Dronfield 1998

# Sierra Leone 1897 2½d on 3d Surcharge

Tom Butlin and Frank Walton



Figure 1



Figure 2

Some five years ago Tom bought a mint copy of SG55 of Sierra Leone (Figure 1) knowing that the Government printer in Freetown had misplaced the overprint and that it had to come from the top row of a half sheet of 10 x 3 stamps. Much later he found a used copy with 2½d at the bottom and the bars at the top of the stamp (Figure 2). Earlier this year he obtained a certificate for the mint stamp from the Royal Philatelic Society and, after taking advice, decided to try to have both listed by Stanley Gibbons.

In a letter to Tom dated 23 March 2004 Hugh Jeffries accepted the mint variety for listing, but not the used one, and the catalogue column of Gibbons Stamp Monthly, May 2004, page 102 refers. At the end of his item Hugh Jeffries says “Its listing [figure 1 above] would mean including a similar variety for SG 56/8, although we have not seen these.”

Frank Walton has replied to Hugh Jeffries:

“I read the GSM May 2004 Catalogue Column (p102) with greater interest than usual. I don't necessarily follow your last sentence where you assert that if SG55 exists in the 'missing bars' state, then SG 56-58 should exist as well

It seems to me to be possible (likely?) that the stamp illustrated originates from the top row of a sheet that has the overprint bars misplaced downwards. If you look at p152 in Philip Beale's book (Ref 1), you will see that the top row of the overprint forms comprises solely of type A (ie SG Type 8, SG55). Should this theory be correct, then SG 56-58 will not exist—at least from this sheet. Please be assured that I'll keep looking for examples though!”

Frank has also taken the opportunity to cross-reference the major catalogue listings, writing:

“I have recently been confused by the differing naming conventions used by the various standard works when identifying the 2½d overprint types on the Sierra Leone 1897 revenue issues. This has been particularly important when using ebay, as most vendors use Scott for their descriptions. The following list may help others side-step this matter:

SG	Beale	Scott
8	A	a
9	B	e
10	C	b
11	D	c
12	E	d
13	F	f

A quick look at the catalogue values, especially the shilling values, will illustrate how important this is.”

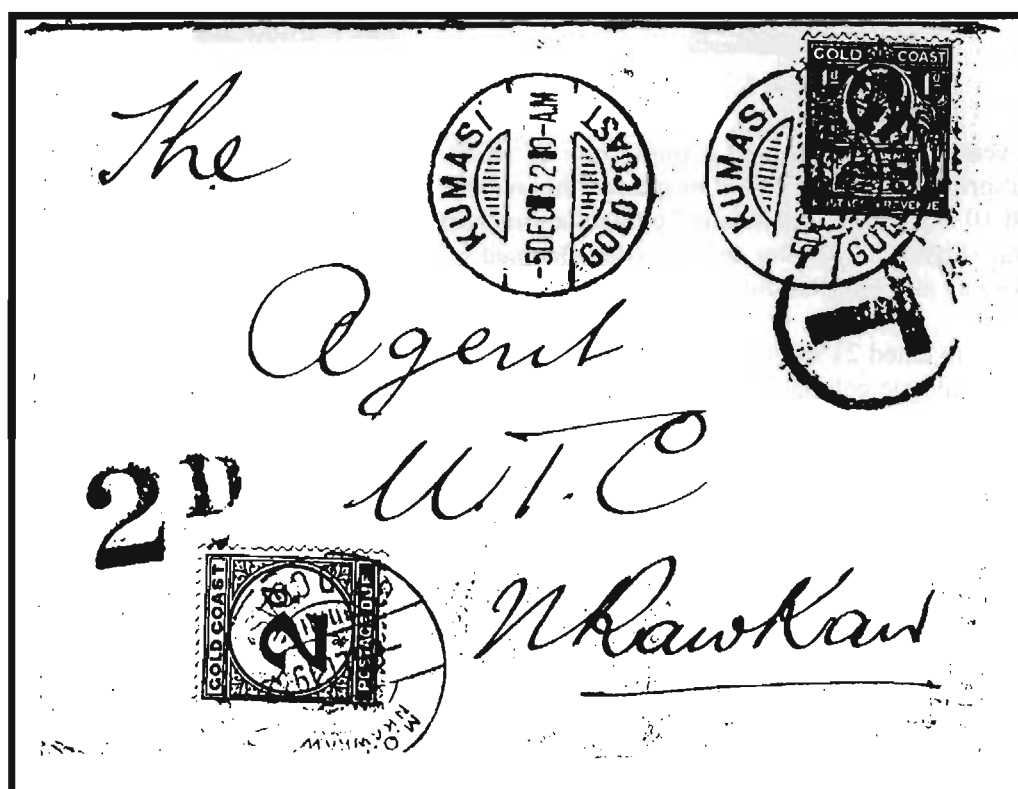
## Reference

1. Beale P.O., *The Postal Service of Sierra Leone...*, p152, RPSL, London 1988

# Gold Coast—Another Unrecorded Mark

Michael Ensor & Fritz Kemme

Fritz Kemme has found the 1932 cover from Kumasi to Nkawkaw illustrated below, which should have been pre-paid 2d postage. Twice the deficit was required to be paid, indicated by an encircled T mark and a hand-stamp '2d' applied at Kumasi. On the reverse are a TPO Eastern transit mark and a type 16 Nkawkaw arrival date-stamp of 6 December 1932. At Nkawkaw a 2d postage due adhesive was applied on what appears to be 8 December, and this has been cancelled with the previously unrecorded type 16 datestamp reading 'M.O.&S.B./ Nkawkaw', presumably held in a section of the post office dealing with out-of-the-ordinary financial matters. *Ex Germania semper aliquid novi*



## Gambia Postmark and Registration Label Illustrations

Oliver Andrew and Stewart Duncan

We are currently compiling a book of Gambian postmarks, of all sorts, with illustrations of every mark. We have not been able to find examples good enough to photocopy of those listed on the next page. Some are rare and others are rather dubious, and may be mis-readings, misunderstandings and forgeries. We would like our listing to be as complete as possible, so any member who can help is asked to get in touch with Stewart as soon as possible.

**Datestamps Required for Illustration**

Office	H'book type	Diam	Index	ERD	LRD
BANJUL/ THE GAMBIA	25	27:17	*	7 Feb 1977	7 Feb 1977
BANJUL/ THE GAMBIA	-	31		6 Apr 1992	?? ??? ????
BANJUL/ THE GAMBIA	-	27:16	*	25 Jan 1993	15 Nov 1997
POST OFFICE/ BANJUL	-	31		9 Jun 1995	13 Jul 2001
POST OFFICE/ BANJUL	-	30.5:20.5		5 Oct 1999*	13 Jul 2000
POST OFFICE/ BASSE		30:21		?? ??? 2000	?? ??? ????
Bathurst/ Gambia skeleton		???	?		27 Apr 1917
BATHURST/ GAMBIA	17	24	*	16 May 1941	21 Oct 1943
POST OFFICE/ BRIKAMA		30:20		24 Oct 1999	18 Jan 2000
Post Office/ Jangjangbureh	-	30:21		?? Jun 2002	?? Jun 2002
POST OFFICE/ SEREKUNDA	-	30		29 Sep 1995	24 Aug 2000

**Machine Cancellers Required for Illustration**

BANJUL/ THE GAMBIA	-	21		11 Jan 1988	29 Dec 1992
POST OFFICE/ SEREKUNDA	-	28:19		6 Jan 1995	2 Aug 2001

**Registration Labels Required for Illustration**

Basse, / Gambia	7c			6 Mar 1950	6 Mar 1950
BASSE/ THE GAMBIA	9b			9 Mar 1980	9 Mar 1980
BATHURST/ GAMBIA	6b			20 May 1929	17 Mar 1931
BATHURST/ GAMBIA	6b			3 Apr 1934	3 Apr 1934
BATHURST, GAMBIA	8a			1 Jul 1964	6 Dec 1965
BATH, /GAMBIA	7a			15 Mar 1966	7 May 1970
FATTOTO, GAMBIA	8a			9 Feb 1968	9 Sep 1970
GEORGETOWN/ GAMBIA	7b			10 Sep 1951	6 May 1956
Georgetown / Gambia	7d			28 Oct 1961	12 Apr 1967
KAU-UR/ (GAMBIA)	6a			27 Feb 1931	27 Feb 1931
KUNTAUR GAMBIA	8b			4 May 1956	4 May 1956
KUNTTAUR ????	??			4 Apr 1950	4 Apr 1950
MACARTHY ISLAND	-			13 Sep 1934	13 Sep 1934
MANSAKONKO/ GAMBIA	7b			5 May 1956	5 May 1956

**Registered Datestamps Required for Illustration**

REGISTRATION/ BAKAU		31		9 Feb 2002	11 Feb 2002
REGISTERED/ GAMBIA	Reg. 2	30x23	C	12 Aug 1922	?? ??? 1928
REGISTERED/ GPO GAMBIA	Reg. 8	30x24	A	12 May 1937	
REGISTERED/ GAMBIA	Reg. 2	30x23	C	16 Aug 1942	
REGISTERED/ PO GAMBIA	Reg. 11	31x25		15 Feb 1975	25 Jul 1980
REGISTRATION/ JANGJANBUREH		30:21		3 Aug 2000	
REGISTRATION/ SEREKUNDA		30:20		?? Feb 2002	

# A Southern Cameroons Postal History Hoard

Rob May

Through the generosity of Alan Anyon an original hoard of postal history and postmark material dating from the period just before and during the Plebiscite and Federation with French Cameroun has been donated to the Study Circle and, having been recorded by Michael Wright is being sold for Circle funds, through the last WASC auction and the sale concurrent with this issue of *Cameo*.

It is a tribute to Maddocks & Bratzel's book (Ref 1) that there is little in this hoard that updates their listings.

Figure 1 below shows a new setting of the skeleton TOMBEL/KUMBA postmark shown in that book as numbers 140-1 and 140-2.

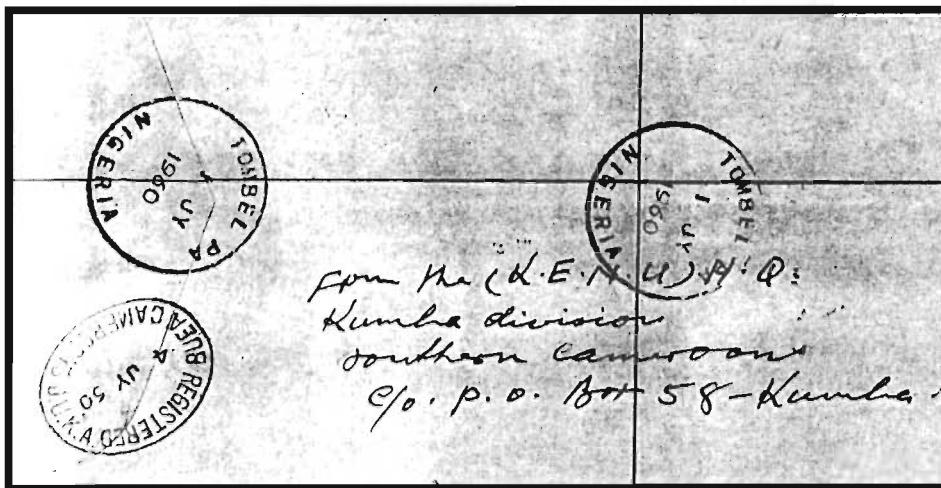
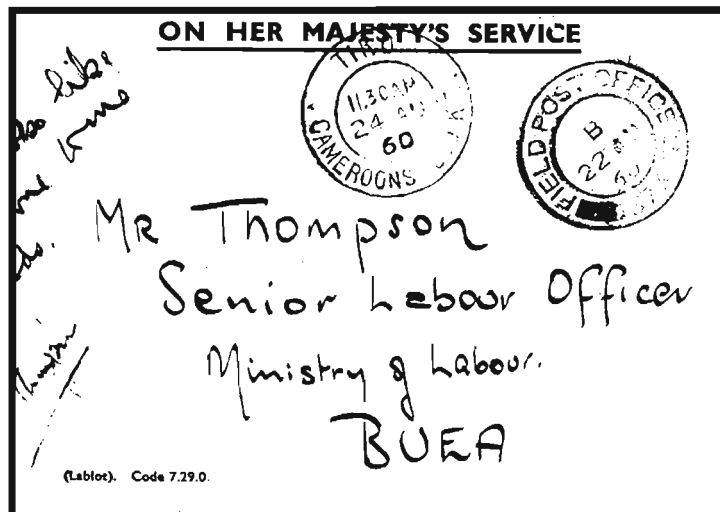


Figure 2 below shows the only Field Post Office cover in this group using the double ring cds of FPO 573 (number 186 in Maddocks & Bratzel) but with index code B. Only blank and code A had been recorded previously.



Then, of course there is the very attractive and clean Nigerian postal order illustrated on the front cover of this *Cameo*, outside the scope of their book but a nice addition to one member's collection.

Auction realisations for the scarcer postal agency postmarks and other highlights have been strong. The Circle is grateful to Alan for offering this material to us.

## Reference

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

# Mail Chauvinism? – The First Airmail Bathurst to Dakar, 1931

Bob Maddocks

A decade or so ago, when in the museum at Freetown, Sierra Leone, I chanced upon a small exhibit devoted to an English aviatrix, Miss Delphine Reynolds, who, in 1931, was making aerial surveys of West African rivers and coastlines on her journey to Cape Town, South Africa. I cannot recall the specific details, other than that she was flying a two-seater Blackburn Bluebird biplane and, more particularly, that she had carried the first airmail between Bathurst, in the Gambia, and Dakar, Senegal.

I recalled this recently when, researching other early West African flights, I referred to Jeremy Martin's listing in *Cameo* (ref 1). There I noted, with some perplexity, that a W. G. Pudney had, according to Jeremy's sources, been credited with carrying this first airmail on 2 April 1931. So who did fly this mail?

From further research it turns out that both persons were involved, but that the leader of the survey and principal pilot was indeed Miss Reynolds. This is confirmed in a contemporary report found in the *Times* newspaper, whose correspondent covered the event. On Monday 6 April, with a Sierra Leone dateline of 5 April 1931, *The Times* reported "Miss Delphine Reynolds, who, with Flight Lt. W.G. Pudney, is making aerial surveys of West African rivers on her way to Cape Town, carried the first air mail from Bathurst to Dakar on Thursday morning. She found good harbour conditions and convenient beaching at Dakar and returned to Bathurst in 50 minutes....On Good Friday Miss Reynolds made a two hours trip to Bolama, Portuguese Guinea, where there are two well-maintained aerodromes suitable for all aircraft....She was unable to take off until the tide changed on Saturday. She found the coastline from Dakar ideal for light seaplanes and reached Sierra Leone in three hours."

That Miss Reynolds was in charge of the survey is also confirmed by an earlier report in the *Times* of 2 March 1931, covering the flight's departure from London the previous day. It said "She is accompanied by Flight Lt. W.G. Pudney, an instructor of National Flying Services, who was for some time a test pilot at the Air Ministry's station at Martlesham Heath....Her aeroplane is a Blackburn Bluebird, which has side-by-side seating, though is not a cabin machine."

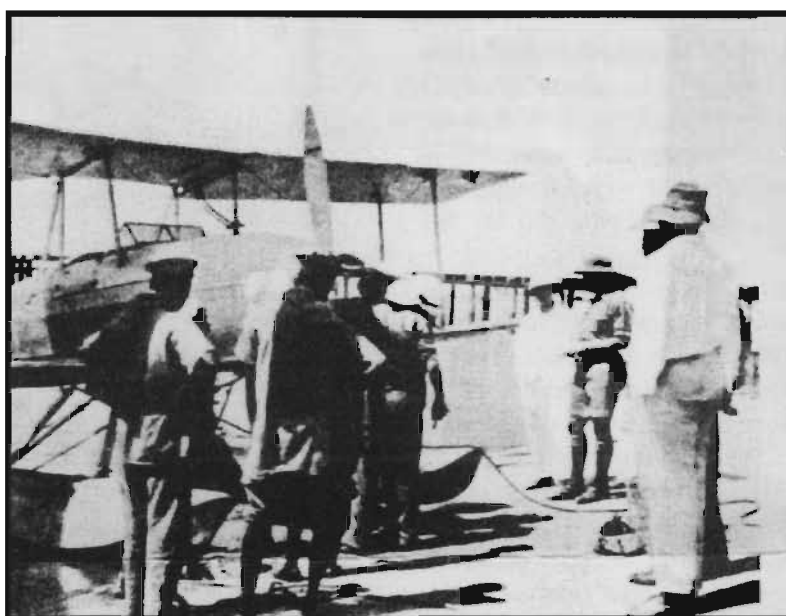


What qualified her to head the venture is not mentioned but full details of a very ambitious flight down the West African coast to South Africa and back were given in the *Times* report. The plane's land undercarriage was changed for floats on reaching The Gambia on the outward flight. On the return journey, if all went well, it was proposed to change back to a land undercarriage at Calabar, Nigeria, for the flight to Niamey and home across the Sahara.

The West African survey was a follow-up to a ground survey by motor car and boat undertaken the previous year by Mr W.A. Campbell, a civil aviation officer of the Air Ministry, who reported the suitability of the coast and some of the rivers for the operation of seaplanes or amphibians. The British West African colonies then had no air communications and the development of French and Belgian services in the neighbouring territories had thus revived British aviation interest after years in which the Government had declined to assist any airlines' projects.

By 11 April 1931 the venture was still grounded at Freetown. The plane had been damaged when trying to take off in choppy waters. Future plans were reported as uncertain until spares could be obtained from overseas and repairs made. I have not confirmed what ensued, but believe the survey went no further.

As confirmed with our airmails study editor, Barbara Priddy, it is not known how many covers were carried from Bathurst to Dakar or, indeed, whether any identifiable cover has come to light since. Barbara also kindly advised that the "Aero Field" was unfortunately in abeyance during the period of this flight, hence the paucity of information. It does seem, however that Miss Reynolds is due more recognition as at least the co-carrier of the first Bathurst – Dakar airmails. Finally, my thanks to Barbara for kindly providing the illustrations for this article which, in the case of the photograph of the aeroplane below, is by courtesy of Charles Leonard, its owner.



#### Reference

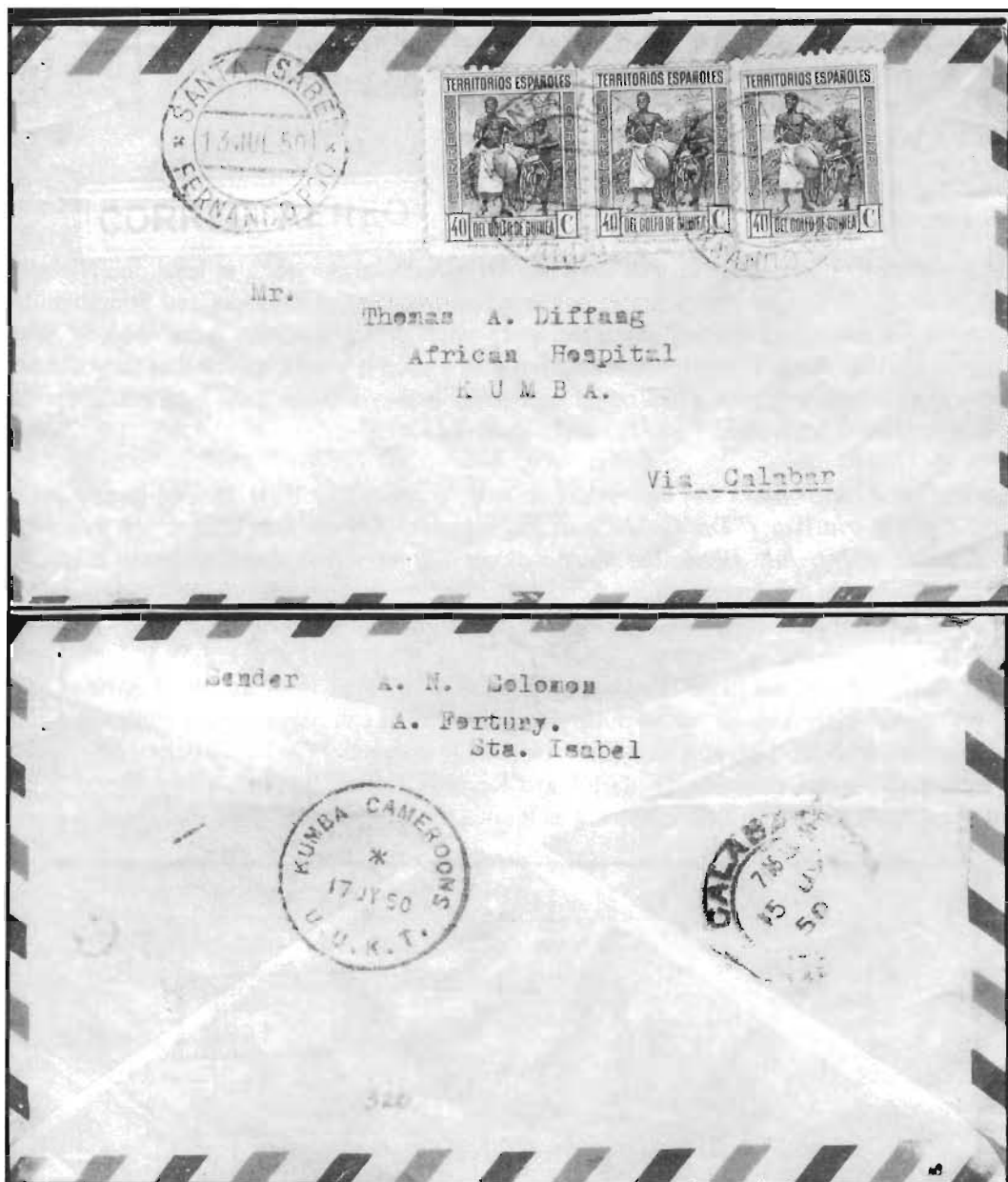
1. Martin, J. J., "West African Airmail First Flights—part 1", *Cameo*, Volume 6 p194, WASC, July 1999



## **Mail Between Fernando Po and the British Cameroons, via Nigeria in 1950**

**Bob Maddocks**

This cover shown opposite, illustrated both sides, mailed from Santa Isabel 13 July 1950 via Calabar, Nigeria 15 July 1950 to Kumba, Cameroons 17 July 1950, confirms the existence of one of the least-known surface mail routes connecting the Spanish offshore island of Fernando Po with the African mainland at Calabar. I have not been able to ascertain whether there were sailings on a regular scheduled basis between these two ports nor whether the Spanish ship was contracted to carry mail in both directions. Such mail primarily involved the many thousands of Nigerians working on the island; and Cameroons mail traversing this route may have been the opportune use of a convenient facility.



In this respect, and from my own “coaster” days, I was aware that a Spanish vessel periodically fetched from and returned to Calabar, Eastern Nigerians who had been recruited by an Anglo-Spanish employment agency based there, to work on the cocoa and coffee plantations on Fernando Po. I do not know when such recruitment first started – probably as early as the 1920s, but by the late 1950s there were some 20,000 Nigerians employed in the Spanish colony. Their working conditions and treatment were poor and of concern to the British administration in Nigeria which kept a watchful presence on the Island, whilst not stopping the direct recruitment of labour from Nigeria. It did, however, ban the recruitment of labour from British Cameroons because that territory was not a colony; rather a mandated/trusteeship territory. I think that sometime after independence Nigeria may have curtailed, if not ended, the practice.

The addressee of this particular cover was personally known to me for several years. I gathered that his correspondence was with a fellow Cameroonian otherwise employed in Santa Isabel of his own free will. In the 1950s and 1960s the Cameroons Development Corporation at Bota/ Victoria used to send, on occasion as necessary, their own launch over to Fernando Po on its own business. The opportunity was taken to exchange Post & Telegraph mails but the volume would surely have been negligible. (Victoria had also been the port of exit/entry for Kamerun / FPO mails in German times)

Mail between British Cameroons and the island in both directions is believed to have been routed in the later period via Douala in French Cameroun. Iberia (the Spanish airline) flew from Douala once or twice weekly to Santa Isabel. I once took this flight in 1960 but cannot recollect whether a stop was made en route to include Bata in mainland Spanish Guinea. Fernando Po was a beautiful island with many historical associations with Nigeria and the Cameroons.

# West African Forces in East Africa WWII

Bill Colley

Ross Debenham wrote to the editor in March 2004 as follows:

“According to Stuart Rossiter’s “History of the East African Postal Service”, at least one Nigerian Brigade and the 24th Gold Coast Brigade participated in the allied invasion of Ethiopia and Somaliland in 1941. I am writing to ask if anyone could enlighten me as to what postal facilities were used by West African brigades at this time. As far as I can understand from this source it would appear that they did not use East African Army Post Office facilities, but I could be wrong. If they did use their own postal facilities, could someone perhaps tell me what Field Post Offices to look out for?”

*Having checked the Cameo index the only previous article regarding West African troops in East Africa relates to the First World War (“The Gold Coast Regiment in German East Africa” by Regis Hoffman, in Cameo vol 6 pages 192/3, July 1999), but there was an old unpublished article in the editor’s back file. This was first published in the Journal of the Forces Postal History Society Autumn 1993 and is reproduced below with permission of their editor and the author.*

It has always surprised me that there is an apparent scarcity of mail from the West African forces which constituted part of the East African forces during the Abyssinian campaign. These comprised Nigerian and Gold Coast brigades with the 11th and 12th East African Divisions.

I can illustrate four covers (Figures 1–4) all to “Records Office, Lagos”. Only figure 1 has definite evidence of West African Forces origin, bearing as it does the hand-stamp of the 2nd Nigeria Regiment.

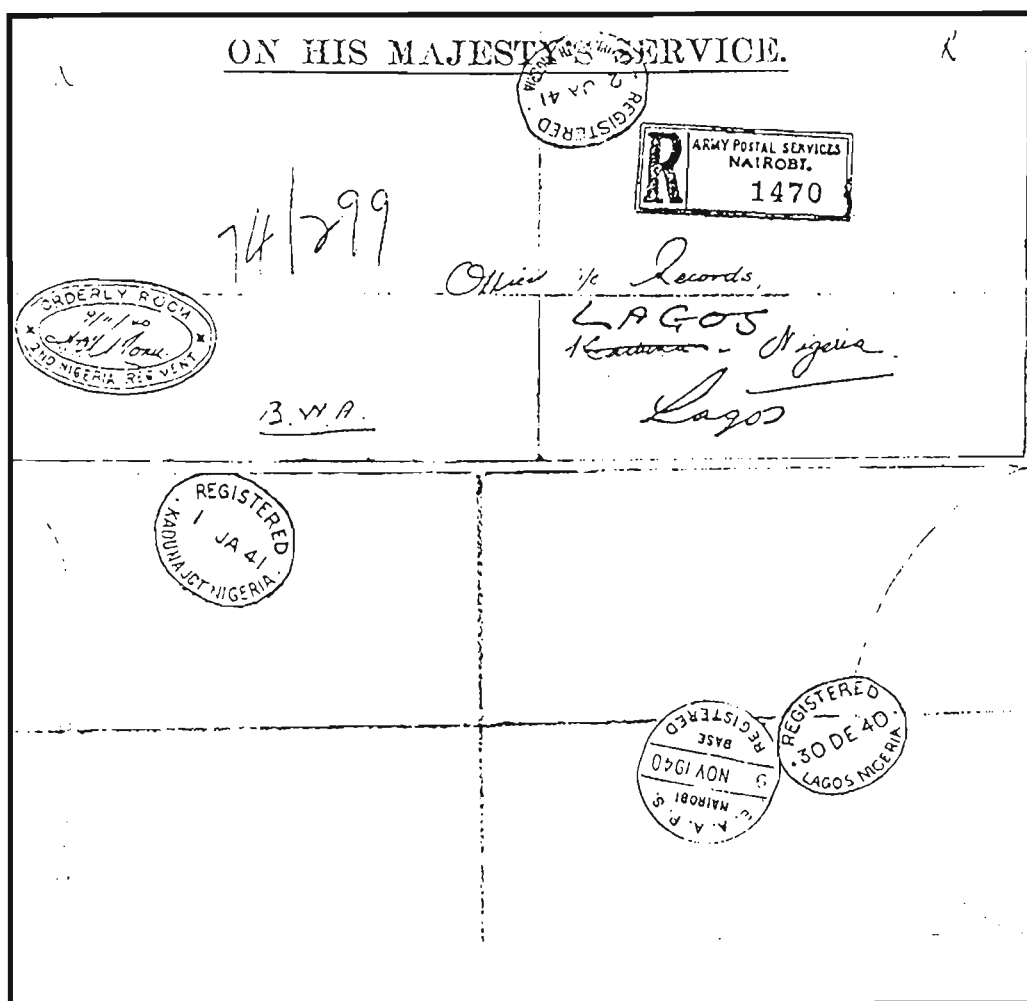


Figure 1

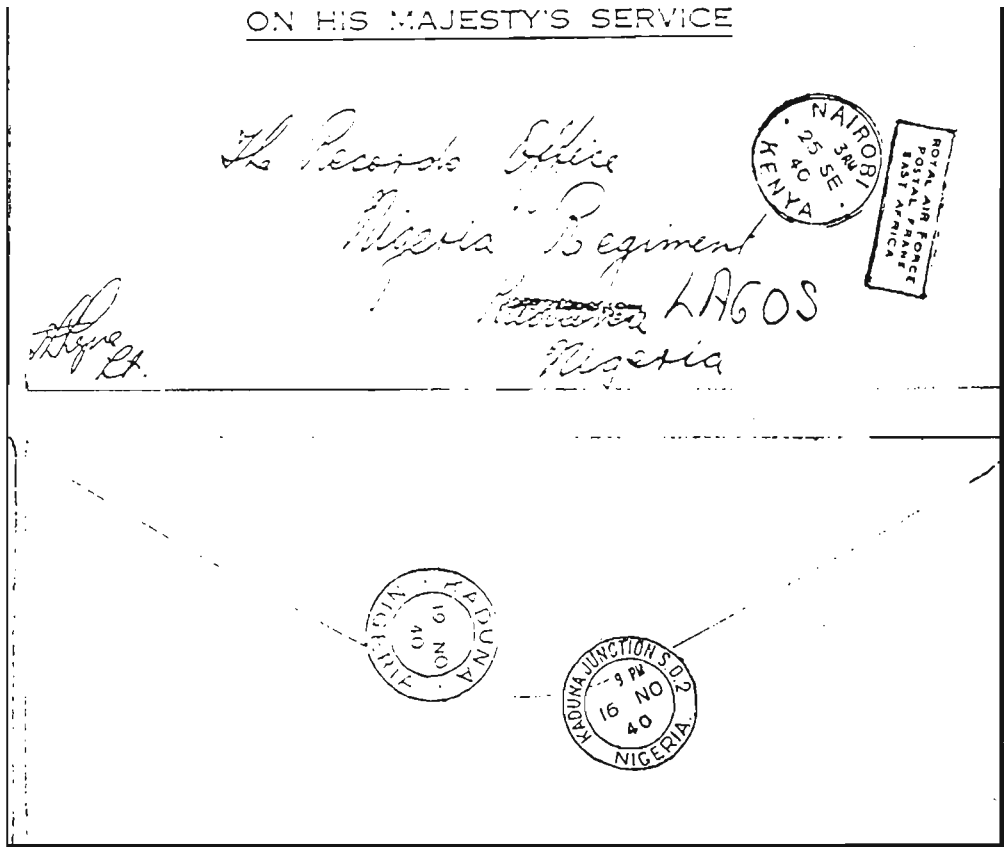


Figure 2

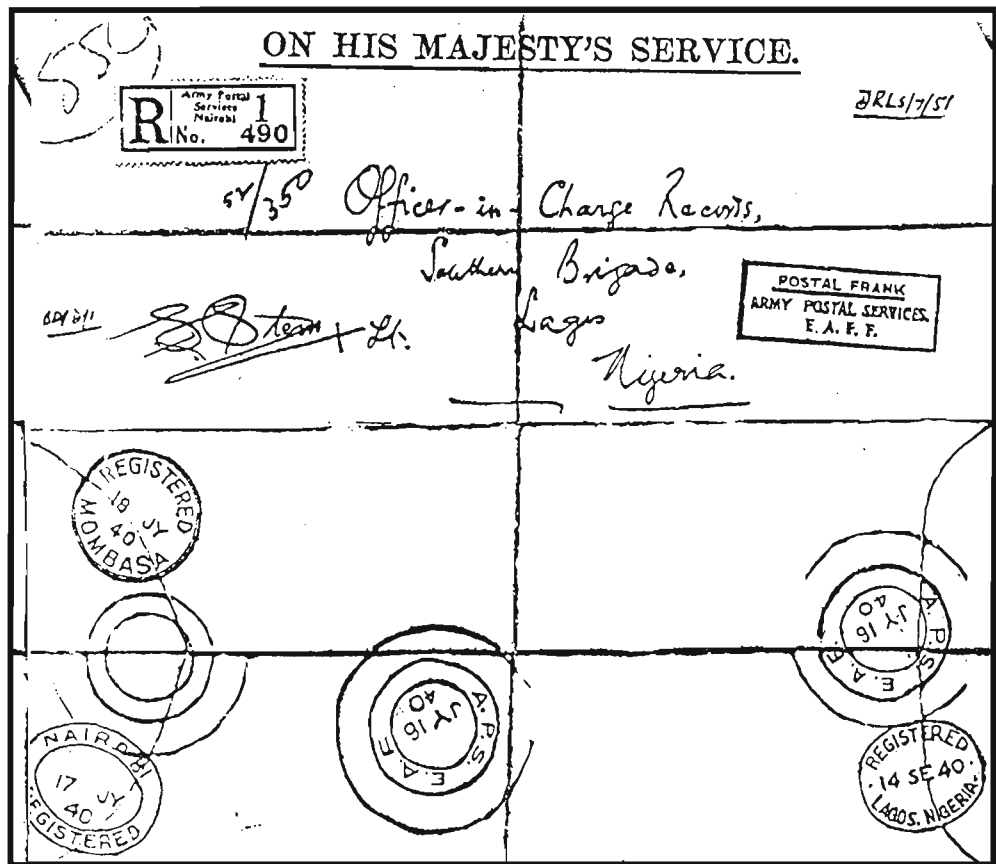


Figure 3

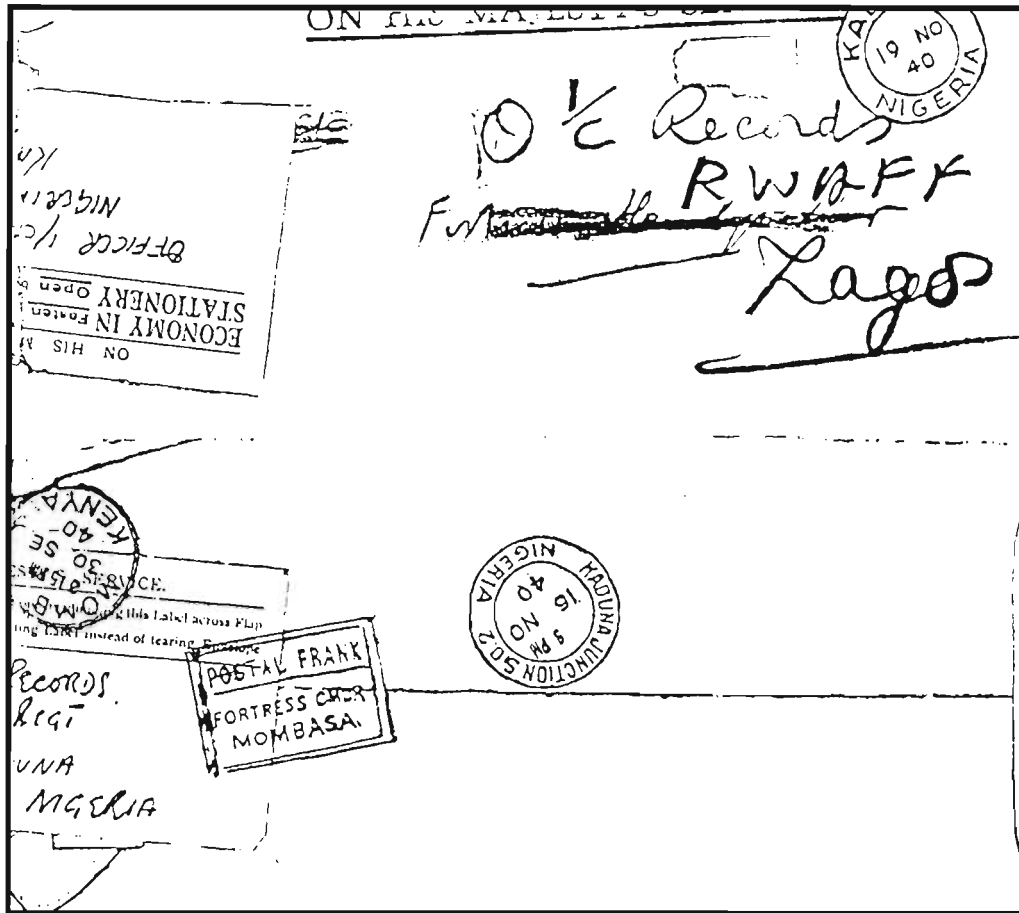


Figure 4

These covers all date between September and November 1940. John Daynes of the Forces Postal History Society has shown me a cover bearing the crest of the R.W.A.F.F., postmarked APO 2 25VII41, addressed to South Africa.

Even scarcer are examples of West African Forces censor marks. I have two examples of what appears to be Nigeria type A1301 No 7 (Figure 5) (*ed—shown only as “exists” in Martin & Walton—ref 5*) both locally used on covers addressed to the 3 K.A.R. with the boxed hand-stamp “OHMS/ No 106/ Military/ Franked”. Both have on the reverse the A.P.S. E.A.F. postmark. John Daynes has a similar cover addressed to Bulawayo, S. Rhodesia but lacking any postmark.

A more puzzling item is the POW. card (Figure 6) from No. 1 POW. camp. Whilst there is no indication on the card as to where this camp was, the writer clearly states that he is no longer in South Africa, but in East Africa. Was this the Camp No 1 referred to by Weisbecker (Ref 4) as “Kabete mixed POW/ civilian internment camp”? I have seen two other similar cards with the W.A.F. markings but with no clues as to the country of origin. The West Africa Study Circle in Cameo No 18 (Ref 6) had a drawing of this POW cachet (*ed—apparently described and illustrated from the same card*).

Have I just been unlucky or is this material genuinely scarce? I am sure some members must have the odd item stored away which we do not yet know about.

#### References

1. Rossiter S., *History of the East African Army Postal Service*
2. HMSO, *The Abyssinian Campaigns*
3. Forces Postal History Society, *World War Two Censor Marks*
4. Weisbecker W., *Camp Mail of Italian Prisoners of War and Civilian Internees in East Africa 1940-1947*
5. Martin J.J. & Walton F.L., *West African Censorship*, pp 70-71, WASC, Dronfield 2<sup>nd</sup> Edition 1999
6. Martin J.J., “P/W Censorship / West African Force”, *Cameo*, Volume 2 p166, WASC, July 1983

Figure 5

ON ACTIVE SERVICE

O.R.M.A.  
No. 108  
MILITARY  
FRANKING

Captain P. Q. Logan  
Bn. HQ.  
3 K.A.R.  
c/o A.P.S.  
Kairahi

BY UNIT  
CENSORED  
7  
CENSOR  
M. Padma  
c/o

A B C D E F  
G H I J K L M N  
O P Q R S T U V W X Y Z

Figure 6

P/W CENSORSHIP  
WEST AFRICAN FORCE  
PRISONERS OF WAR POST.

Army Form W.392

Mittente: \_\_\_\_\_

Nome: Cappone Demetrio

Prig. di Guerra No.: 394969

No. 1 Prisoner of War Camp.

WEST AFRICAN FORCE

W. A. F. CENSORSHIP

INDIRIZZO

M. Sig. Cappone Pietro  
Via Besenone N. 5  
Città: Milano  
Prov.: \_\_\_\_\_  
Italia

52254

CAMPO DI CONCENTRAMENTO PRIGIONERI DI GUERRA No: 15 DATA 30-5-68

Cariissimi genitori spero vi siano giunte le certezze precedenti comunicandovi del mio trasferimento ora non mi trovo più in Sud Africa ma bensì in Est Africa perciò il viaggio è stato lungo ma comunque siccome che vengo a voi con questa mia per tranquillizzarvi perché la mia salute come al solito è ottima ora termino lasciandovi tanti saluti per Gina Lucia Pinucci quanto a te mamma e babbo salute cese

11641 W. 1.50111/1150 740,000 11.41 A. & E. W. Ltd. Cp. 658  
11641 W. 1.0047/791 250,000 1/42

# WWII POW Post from a German Resident of French Cameroun interned in Nigeria

Bob Maddocks

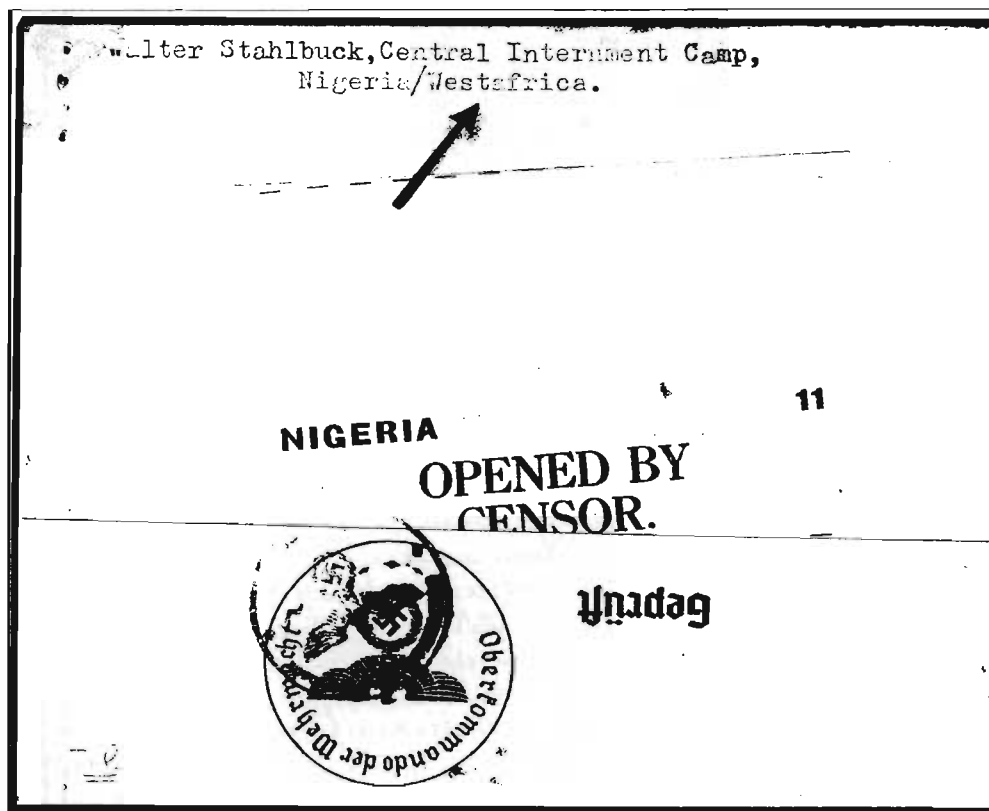
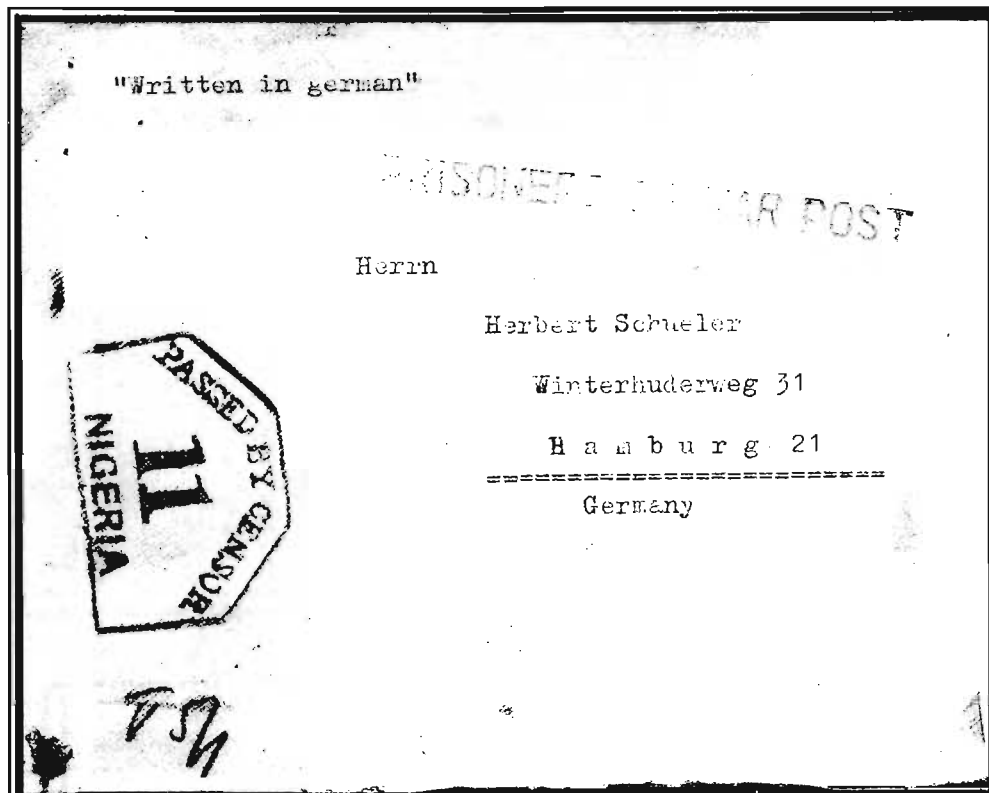


Figure 1

This undated cover (Figure 1, front and reverse) without any postal markings at all, was sent to Hamburg, Germany by a Walter Stahlbuck who gave his return address as “Central Internment Camp Nigeria/Westafrica”. It has not been franked but has been stamped with a straight line cachet in red ink reading “PRISONERS OF WAR POST”. It has also been struck in red with the civil censor’s hexagonal cachet “Passed by Censor / 11/ Nigeria”. On the reverse the flap has been sealed by the paper tape of the same censor “Nigeria 11 / Opened by / Censor” (Type 1B—ref 1). This in turn is overlapped by a German censor tape reading “Gepuft” and with a printed 35mm circle containing the eagle and swastika and the words “Oberkommando der Wehrmacht”. In addition, and partly tying this tape to the cover is a smudged and weak impression in red ink of a smaller, 28mm, circular cachet of similar design but with illegible wording. In neither circle is there any code letter which the Germans generally used to identify the particular censor station which handled the letter. There is not indication of the letter’s route to Germany, but it was probably through Switzerland.

It has been established from evidence of usage that Nigeria censor 11 was based at Lagos (Ref 2) and that it handled in particular sensitive mail such as Red Cross and POW correspondence. Whether the Central Internment Camp was also at Lagos is not clear in my research so far; I stand to be corrected, but I currently understand it to have been at Ibadan as I have ascertained that certain other Germans interned in British Cameroons were first sent there (Ref 3).

Walter Stahlbuck was an employee of the Woermann Line in Douala. He was interned by the Free French on their seizure of Cameroun from Vichy control in August 1940 and was subsequently transferred to Nigeria along with forty other Germans, believed to have been ardent Nazis. The Free French internment camp at Batschenga was not operational until 1941 for lower risk internees and prisoners (Figure 2).



Figure 2: Registered cover from Yaounde (date obscure) to a likely detainee at the Free French internment camp, Batschenga, about 40 miles NE of Yaounde. Opened for censorship and resealed by the military and also struck with civil postal control Commission B handstamp at Yaounde.

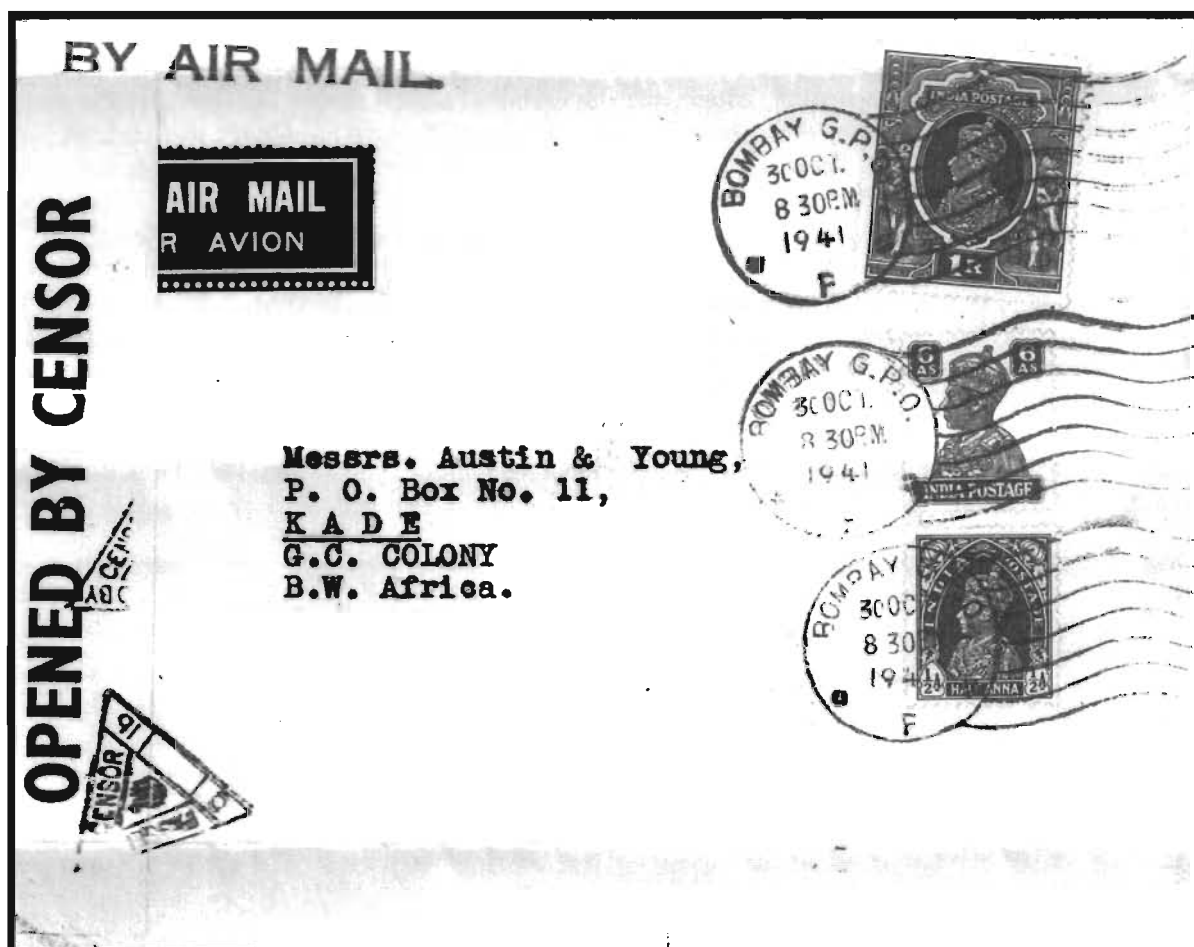
The further movement of Walter Stahlbuck has not been traced yet; it is most likely that he was transferred to a British POW camp in Jamaica as I have evidence from another cover (not illustrated) that another German, Ulrich Hild, an agent of the African Fruit Company detained at Tiko, British Cameroons and also sent to Nigeria, was held at the British Internment Camp, Jamaica by April 1941.

#### References

1. Martin J.J. & Walton F.L., *West African Censorship*, p64, WASC, Dronfield 2<sup>nd</sup> Edition 1999
2. Plumbe Tony, “Location of Nigerian Censors during WWII”, *Cameo*, Volume 8 p110, WASC, January 2004
3. Maddocks R.J., “The British Cameroons prior to WWII: Kamerun Fears and Fervour”, *Vorlaufer*, December 1987

# India—Gold Coast air mail via Kano, 1941

Jeremy Martin



Max Smith, a specialist collector of India, has asked me about this cover. It left Bombay on 30 October 1941, was censored in India, and traveled by BOAC and across the Sahara to Kano, and thence to Kade in the Gold Coast. There is just one backstamp; of Kano dated 11 November 1941.

The query is why was the cover apparently off-loaded at Kano instead of Lagos at this date?



## Nigerian Postcode Labels

Rob May

Since Jeremy Martin's article in a previous *Cameo* (Ref 1) considerably more material has come to light from a contact I have made who works for Nipost and also from further finds by Michael Wright.

The form of post-coding in Nigeria is by "community" in the style of the US, rather than by "delivery walk" as in the UK. Enugu, for example, is postcode 400001. The postcode numbers appear on most letters addressed within Nigeria, usually applied by the Post Office in transit rather than by the writers of the letters, so Nipost has continued a campaign using colourful self adhesive labels stuck to letters in transit to try to get writers to put the postcodes into the addresses. It has not apparently been a great success and I have seen few labels or postcodes on mail during the last year.

Figure 1

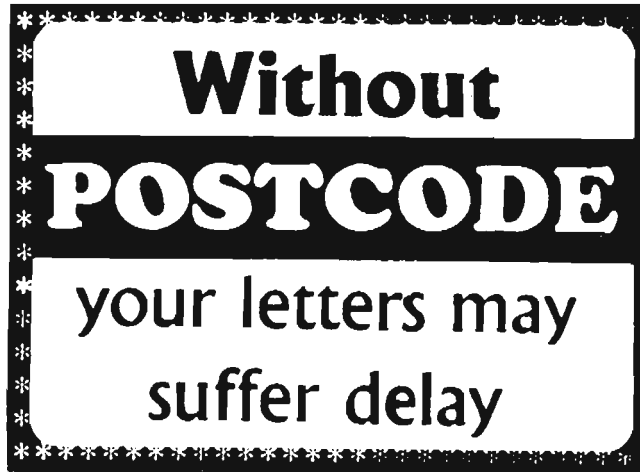


Figure 1 shows a self adhesive label that measures 115mm x 82mm in green with the word “Without” printed in bright red. It peels off a backing sheet with “Adespan Italy” printed on the back. This has not appeared on mail and is probably intended to be stuck up at counters. Other similar publicity labels are given away to children and collectors to publicise postal services and philately.

The labels that have mainly appeared on mail in kiloware available in the UK have been green octagonal designs with one word POSTCODE printed in red on them. These have now been found unused in blocks of six different se-tenant messages (Figure 2) (which are themselves in two versions with and without a square black outer frame line) and of 12 messages (Figure 3). The messages on the sheet of six do not appear in the sheets of 12, so there are total of 18 different designs. The backing sheets are part cut, it seems by hand using a knife, between each label and printed “Adestor” or “Janol” (both sizes). The green varies from yellow-green to dark green.

Figure 3

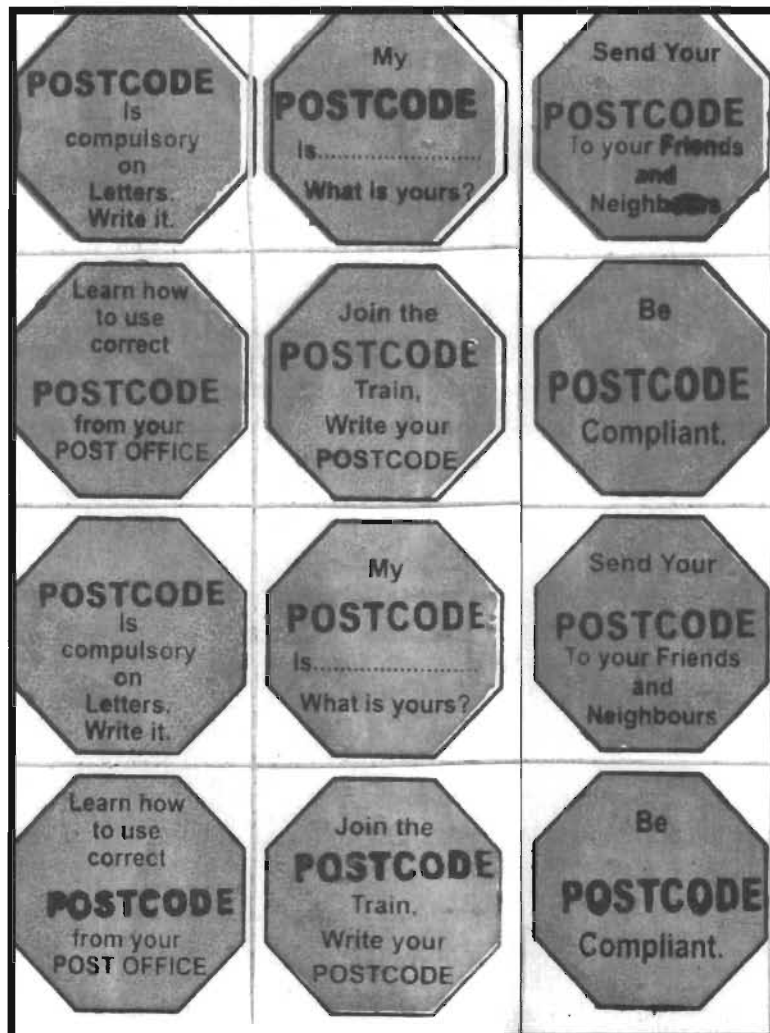
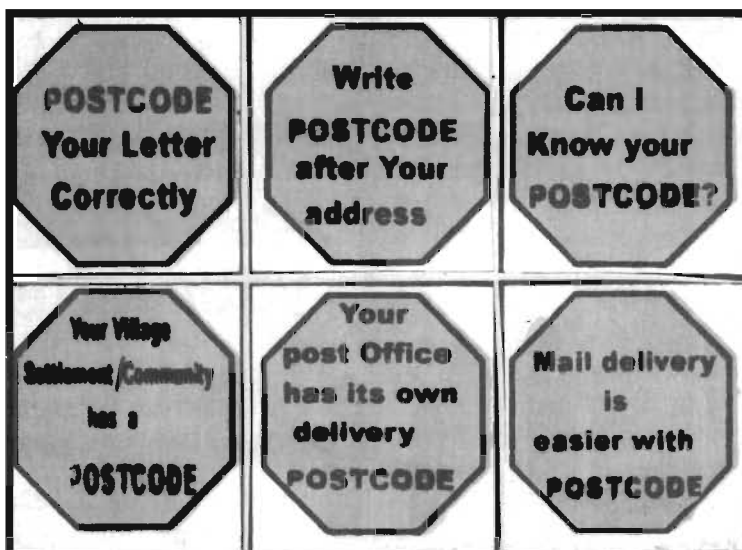


Figure 2



Most recently I have received from Nigeria a few sheets of six labels each printed with the same messages as the green sheets of six but with the red word "POSTCODE" in two different styles and sizes of letters and printed in yellow instead of green, as figures 4 and 5. Michael Wright reports seeing these on early period covers.

Figure 4



Figure 5



Reference

1. Martin J.J., "Nigerian Postcode Labels", *Cameo*, Volume 7 p152, WASC, January 2002

# Cameroun Stamps since 1995—New Discoveries

Hans Peter Hauschild

In response to the article by Michael Wright and Michael Round in *Cameo* January 2003 (Ref 1) I attach illustrations of two recent miniature sheets I bought from a dealer in the USA or Canada and sent to the Michel catalogue editor to register (Figures 1 and 2). I can also illustrate at Figure 3 proof that the wildlife definitives are printed by House of Questa. The list of stamps corresponds very nicely with my own list and description of Cameroun stamps since 1990.



Figure 1: AIDS foundation “Fondation Chantal Biya” issued in 2001



Figure 2: “Indomitable Lions” - the national football team, issued in 2002



Figure 3: 1998 “Tourism” definitive 150fr “coffee” showing House of Qesta imprint.

Reference

1. Wright M, & Round M., “Cameroun Stamps since 1995—A Provisional Listing”, *Cameo*, Volume 7 p275, WASC, January 2003

*Editors note — Michael Round is continuing to correspond with the Stanley Gibbons catalogue editor about this listing and would welcome members’ records of earliest known dates of use. Do not assume that only dates in the year printed on the stamp are of interest—at present the EKD for the 1998 Declaration of Human Rights stamp is 8 April 2002!*



## LATE for Larteh, Gold Coast

Robin Davis



Mackin (Ref 1) records use of the Larteh type 16 cancel spelt LATE between 1934 and 1945. Proud (Ref 2) records it as type D5 used from 20 August 1934 to 9 May 1945. However I can record later usage on 25 September 1946, as illustrated.

References

1. Mackin M.T., *The Gold Coast ... Cancellations 1875-1957*, WASC, Revised edition 1990
2. Proud E.B., *The Postal History of the Gold Coast*, Postal History Publications Co., Heathfield 1995

# Nigeria: Kano "Too Late" Cachet

Jeremy Martin



This cover, illustrated above, was date-stamped at Kano on 27 July 1927. It received the boxed TOO LATE mark presumably because it missed the train connection to Lagos where it arrived on 30 July 1927.

The envelope was addressed to Marseille but then redirected to Barbezieux, Charente. This use of the TOO LATE cachet is some years earlier than 16 March 1936 recorded by Proud (Ref 1).

#### Reference

1. Proud E.B., *The Postal History of Nigeria*, p542, Proud Bailey, Heathfield 1995

# Mail to the Coast from Upper Dahomey

Peter Kelly

*Co-incidentally with Bill Mitchell's item in Cameo volume 8 number 2, January 2004, page 74 "Benin – the Early years" Peter Kelly displayed at the March 2004 WASC meeting several interesting covers showing routings through Dahomey and Benin to the coast at Cotonou, to connect with the French mailboats referred to in Bill's article, one of which is now illustrated here*

Senegal was the hub from which exploration of French West Africa started. The basic design had been to subjugate and colonise the whole area of the middle and upper Niger and beyond Tchad to the Nile, meeting up with the extension of French Equatorial Africa. To the north, the Sahara presented a stumbling block between the Niger and Algeria. The exploration of the Niger River itself was a prime target. There had always been a fast held belief that the Niger was not navigable over a substantial area above Rabba some 700 km from its mouth. This encouraged exploration from the upper reaches of the river but of course the lower reaches were under the control of the British.



Figure 1

The first logical route was a west – east route up the Senegal River, navigable as far as Kayes, and from there to construct a railway linking it with Bamako and Koulikoro on the river Niger. This railway was completed in 1906. The railway running from the coast at St Louis to Kayes, running more or less parallel to the Senegal River took longer to complete and was not fully operational until 1916.

It became apparent that the further east the control over the territory extended, the harder it became to maintain communications with Dakar and St Louis, at the mouth of the Senegal River.

This brought Dahomey into prominence, which was one of the last links in the chain. The colony of Dahomey was created in 1894 and was initially an inland region. In 1899 it absorbed the coastal “Etablissements du Benin”. The postage stamps of Benin were used in Dahomey until 1899, as it did not issue its own until then, but they continued in use for a while after that date whilst stocks were used up. The development of the postal service followed the telegraph network comprised of two lines linking Say and Fada N’Gourma. Post offices followed almost immediately. Regular postal communications were organised, by foot and by river (Say to Cotonou took nearly a fortnight) and, later, to the railhead. The Chargeurs Réunis and Fraissinet lines now linked Cotonou with Dakar and Bordeaux and Marseille respectively.

This meant that mail from the 2nd and 3rd military territories could use the route to Cotonou rather than sending mail back westwards via Bamako (remembering that the Soudan - Niger railway was not completed until 1906). Figure 1 shows a 15c Benin postal stationery card from Konkobiri sent 18 March 1899 to L’Hillil, Oran, Algeria with a very fine suite of transit handstamps showing each step of its routing, following the map shown at figure 2. It was then carried from Cotonou by Fraissinet Ligne M mailboat no 1 “Stamboul”, departing Cotonou 23 April and arriving Marseille 13 May. Note also the scarce “Telegraphie Militaire / Benin / Poste No 2” hand-stamp applied at Konkobiri.



Backstamps

Figure 3, above, shows a cover from the 3rd Military Territory, posted at Say on 10 November 1900, addressed to France and routed via Diapaga 13 November, Porto Novo 7 December to Cotonou. Military franchise was recognised by the hand-stamp “Etablissements du Benin / L.M. No 2” applied aboard the mailboat “Stamboul”, which left Cotonou 20 December and arrived at Bordeaux 9 January 1901.

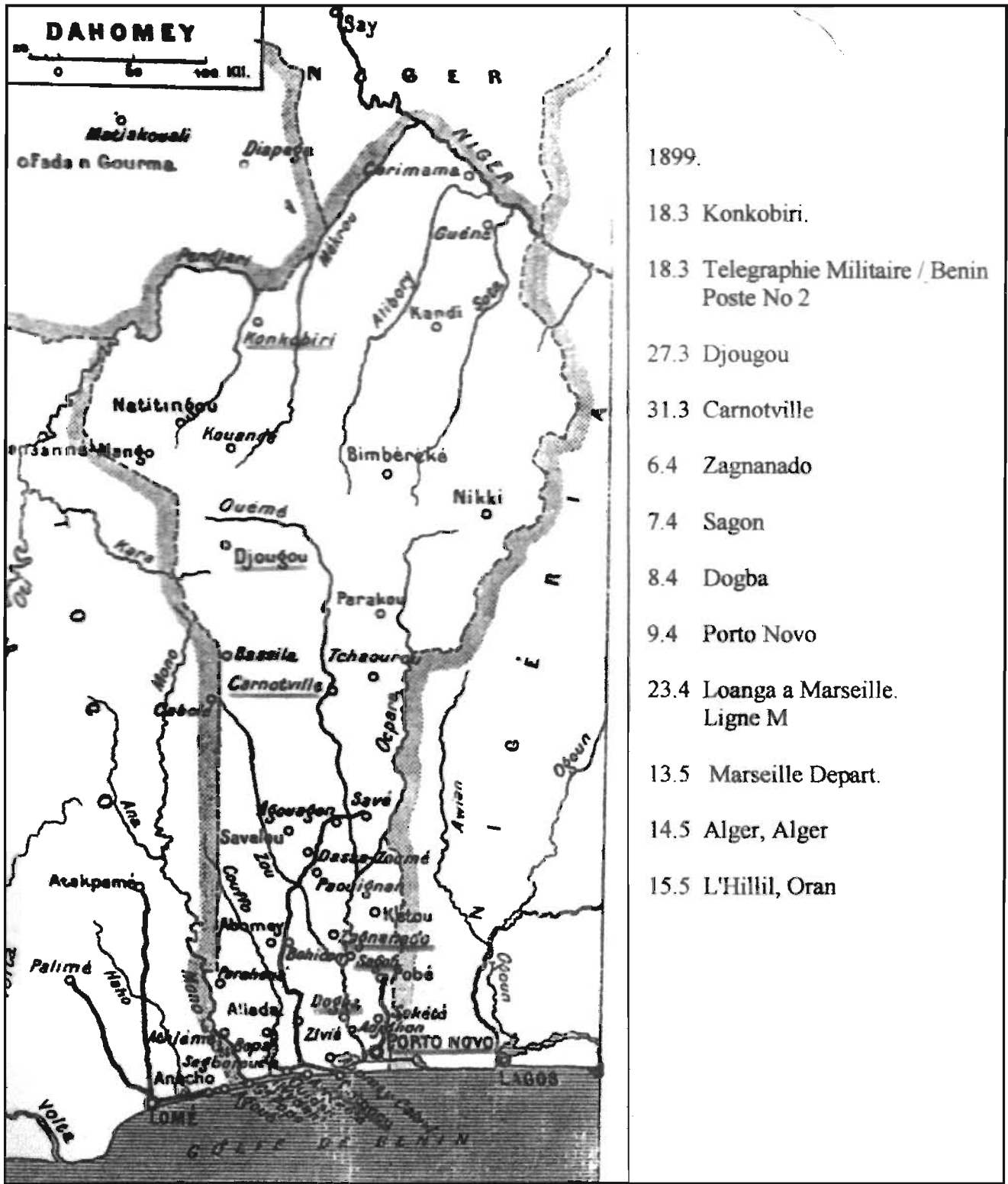


Figure 2

The development of the railway in Dahomey was slow and had only reached Paouignan by 1906, about 300km from the coast, and by WWII had only reached Parakou. As a result the major part of this route was by porter and later by motor vehicles, on tracks and roads.

## Articles of Interest Published in other Journals

*Members are invited to contact the editor by e-mail post and phone when they notice any article they feel might be of interest to other members.*

### **Journal of the France & Colonies Philatelic Society** Volume 54 No 1, March 2004

A vintage collection of articles by authors who are members of both Societies

“Congo (Brazzaville) - The “Woman and Child” Definitives of 1996-8 by Michael Round

“Congo Francais Provisionals” by Robert Johnson

“The Siege of Agadez in 1916” by Peter Kelly (*this has connections with Nigeria*)

“WW II French Naval post—More on the Batiment de Ligne “Richelieu”” by Bill Mitchell

### **Civil Censorship Study Group Bulletin**

Volume 31, No 1, January 2004

“WWII – GB – Permit Censors” by Konrad Morneweiser

Volume 31, No 2, April 2004

“WWI- France— “Saisi” Markings” by Norman Clowes (these appear on some mail from Africa)

“WWII—Trinidad—British Routing Office” by Graham Mark

Following correspondence with John Mayne and his own article in *Cameo* 64, page 98, Graham Mark, as editor, has invited his readers to collate details of covers censored by the French in London during WWI to prepare a fuller article. If any WASC member has material to contribute Graham can be contacted via *Cameo* editor.

### **AGZ Rundbrief 104/03 and 106/03**

“Togo– und Kamerundeutsche in französischer Gefangenschaft 1914-1919”: parts 1 and 2, discussing the movement of German POWs from West Africa.

**German Postal Specialist** December 2003, pages 566—583

“German Prisoners of War and Internees from Kamerun and Togo during World War I” by Marty Bratzel.

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**LAGOS 1877.** A cover to London franked 6d green, tied by the uncommon "L" in diamond of bars, Lagos cds and red "Paid / Liverpool / Br. Packet" arrival cds. Endorsed "per SS Ethiopia". £750

**NIGER COAST 1892.** An unissued "OIL RIVERS Protectorate" postcard by De La Rue, in red, with a hand-painted 1d "stamp" in red & white. Dated in pencil "Nov. 23. 92". £2,500

**NORTHERN NIGERIA 1901.** A cover to London franked QV 1d carmine & purple, cancelled with manuscript "Post office / Jebba" and date in red ink. Paddington arrival backstamp. £500

**ST. HELENA 1928.** Formula Registration Envelope, size H2, printed in red, sent to South Africa with 1927-37 5d green & carmine. £275

**SIERRE LEONE 1898.** A long OHMS registered cover (faults, including central fold) from 'Colonial Post Office / Sierra Leone' to New York, franked 1897 1 1/2d & 2/-. Endorsed "AR", with "Freetown (Crown) / SIERRA LEONE" mailbag seal on reverse. £125

**SIERRE LEONE 1939.** A long registered cover from Bonthe to USA, with 'OPENED BY CENSOR' sealing label tied to cover by two wax seals impressed "MAFWEH / crown / SIERRA LEONE". £65



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**Gold Coast**

SG 120-31 1938 line perf set of 11. VFM £35

SG 122a 1940-44 ½d comb perf. FUM folded sheet of 60, unnumbered plate £15

SG 132 1940 10/- black and violet. VFU block of 4 £48

SG 133-4a 1946 Victory set in pairs on reg. Xborg cover to USA. 2d has R8/5 'bandits at 12 o'clock' £12

## King George VI

SG 133 1946 Victory 2d perf 13½ x 14. VFUM Plate 1A block of 4 £48

SG 134a 1946 Victory 4d perf 13½. VFUM corner block of 6, R1/4 'lovebite' on neck £15

**Nigeria**

SG 49-55 1938 Selfridge's cover bearing ½d-6d (7), reg. from Warre. 13th May cancels, so first printings £10

SG 49 1940 envelope to London (5 x ½d on reverse). 98% 'Passed by Censor/12/Nigeria' in pinkish red £20

SG 52b 1941 envelope Whitfield King bearing 2½d, Port Harcourt CDS. Neat brown-purple 'CENSOR' in half-circle at top. A bit tatty at the edges £15

SG 53, 55 1941 Lagos-Leopoldville First Flight cover with 3d and 6d Lagos CDS 'First Airmail' (Proud AM3) CDS of 14 De 1941 alongside £20



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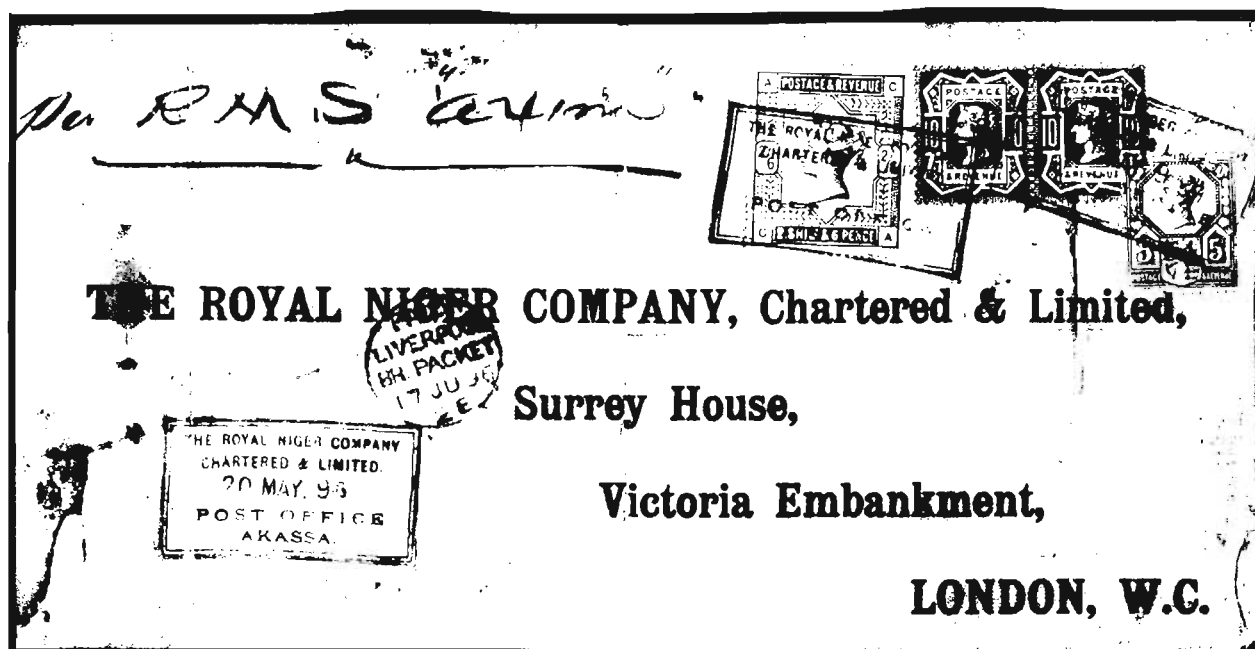


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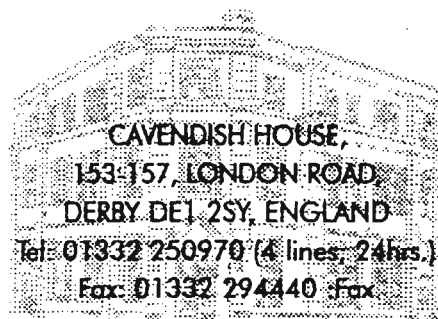
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