CAMEO

The Journal of the West Africa Study Circle





VOLUME 15 NUMBER 3
WHOLE NUMBER 93

OCTOBER 2014



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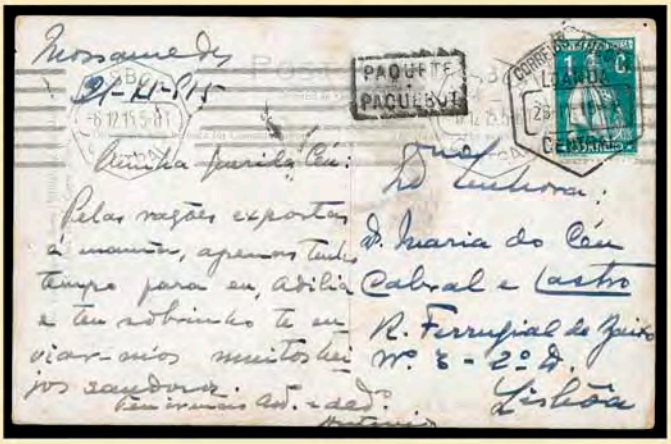
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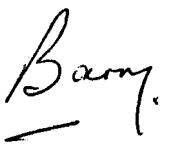
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Editorial

Once again I probably have to apologise for this issue being slightly late. Several factors have contributed to this; a personal family health issue, a couple of late advertisers and the simple fact that it has taken me longer than normal. This is only partly due to the fact that you are now holding (or reading on a screen) our largest ever issue - 72 pages plus covers. This has enabled me to include a couple of lengthy articles, including the first part of my report on our trip to St Helena in 2013 in which five Circle members saved the important archive of postal records and artefacts from the cellar beneath the Jamestown Post Office.

The Circle is producing two new publications. The third edition of *West African Censorship* by Jeremy Martin FRPSL, Frank Walton FRPSL and Ray Harris is a substantial work of 184 pages with much new information. Bernard Mabbett has written a monograph resulting from our work at St Helena, entitled *Ascension Island, The Post Office Accounts November 1922 to July 1934*. You should find flyers for both these works included with this issue of *Cameo*. Please order early as the print run will be partly based on the number of orders received.



Barry Burns

The next issue will be edited by Rob, datelined January 2015, and the copy deadline is 31 December

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Editorial Policy

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

Rob May / Barry Burns

Scope

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

Annual Subscription

A subscription of £20 per annum provides UK members with a printed copy of *Cameo* three times a year, but this assumes electronic distribution to all overseas members, either as a website download or on CD-R. Those overseas members who prefer to receive *Cameo* in print format may do so at an additional charge of £7.50 to Europe or £12.50 to the rest of the world.There is no entry fee. The subscription term is for calendar years.

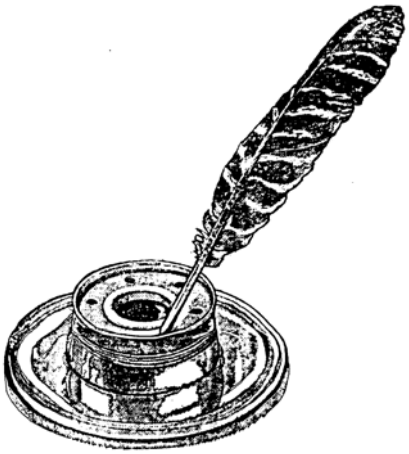
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Front Cover

Cameroon Stamps for Philatecam 1971 showing memorials of the French (top) and British (below)
See page 144



Letters to the Editor

Should anyone wish to reply to any of these letters, please do so through the Cameo *editor in the first instance to enable a consolidated follow-up to be published in conjunction with the study editors as appropriate.*

Correspondence on any subject is always most appreciated. Any form of contact is welcome, whether by letter, telephone or email.

The joint editors' addresses are listed on the front page of all Cameo *issues.*

Rob May & Barry Burns

Another Spelling Mistake from Nigeria; the December 2013 Philippines Diplomacy Issue

Dear Barry and Rob,

After I pointed out (*Cameo* 84 p135-136) a spelling mistake on the 20 Naira stamp of the Benue State issue of 2011, the Nigerian postal authorities have let slip another spelling mistake. The latest is the '50th Year of Diplomatic Relations with the Philippines', issued on 20 December 2013.

Indeed, both countries issued two stamps to mark the anniversary. The higher value 45 Peso stamp of the Philippines shows *Sampaguita (Jasminum Sambac)*, their National Flower since 1934, while the higher value 120 Naira stamp of Nigeria mis-spells the same flower as *Sampaguta*.

Printed with square holograms by Superflux International Limited (SIL), someone did not do a diligent copyediting job!

Simon Heap
Oxford





Bernard Mechanick; Another Correction

Dear Barry,

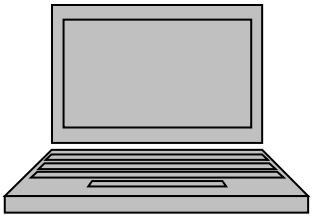
Page 38 of the January issue had an interesting piece by Robin Peters about Bernard Meckanick, who was, of course, responsible for the pioneering Self-Adhesive issues of Sierra Leone. Unfortunately, Robin has listed details of someone else with the same name (this is very easy to do). From my discussions with Derek Worboys in the 1980s, I understand that he was already dead by then. A further check with Ancestry shows that 'our' Bernard Mechanick was buried in 1980 in the Jewish Cemetery, Connecticut, USA. With his age given as 65, it follows that Alexander was his younger brother.

Peter Rolfe
Southport

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

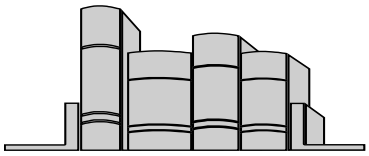
- Airmails – Barbara Priddy
- Ascension – Bernard Hughes
- Biafra – Tony Plumbe
- Cameroons – Marty Bratzel
- Gambia – Oliver Andrew
- Ghana – Ian Anderson
- Gold Coast – Peter Duggan
- Lagos – Simon Heap
- Maritime – John Knight
- Nigerias to 1914 – Simon Heap
- Nigeria post 1914 – Tony Plumbe
- St.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

The Publications Committee Chairman is Rob May



Sources

Views expressed by reviewers are their own, and not necessarily endorsed by WASC or the editors of *Cameo*



📖 *Stanley Gibbons Commonwealth Stamp Catalogue - St Helena, Ascension & Tristan da Cunha,* 5th edition published 2014 by Stanley Gibbons Ltd., ISBN-10: 0-85259-916-1, ISBN-13: 978-0-85259-916-7, 91p + 37p information & advertisements etc., 240x170mm, soft cover. Price £15.95 + p&p from Stanley Gibbons Publications, 7 Parkside, Christchurch Road, Ringwood, Hants BH24 3SH

Reviewed by Barry Burns FRPSL, 10.09.2014



I reviewed the 4th edition (2011) of this catalogue in *Cameo* 84, October 2011 p138. Since then the price has increased from £14.95 to £15.95 but, despite three years of new issues from the three islands, it has the same number of pages! This has been achieved not by a cropping of the listings but by more careful layout of the illustrations i.e. less white paper. It is no longer described as 'layflat' although I noticed little difference in this respect. The paper is slightly less glossy, but still gives clear images of the illustrations - virtually all of which are now colour - although I detected a slight loss of colour saturation.

A new two-page section in the introduction now explains the layout of the listings (useful for newcomers to SG catalogues). These, including the pricing, are virtually the same as the 'Part 1' Commonwealth catalogue to 1970, but later issues are specially updated for this catalogue. Apart from the new issues since 2011, there are several new varieties listed including the Tristan da Cunha postage due 4d with 'broken d' (now SG D4a) and a number of watermark variations in the early St Helena Queen Victoria issues. New issues are listed to the end of 2013. Once again there is a questionnaire seeking the views of readers, and I recommend all members to complete this as I am sure the Editor Hugh Jefferies will be prepared to look at incorporating valid suggestions - eventually. One minor gripe is that there is still no list of additions to the listings or catalogue number changes,

As to prices, there have been quite a number of changes in certain areas. Specimen sets are virtually all up in price throughout the catalogue. GB used in Ascension are all up by around 10 to 20%. Many of the early varieties and watermark variations for all three islands are also up by a similar amount. Those for the 1922 to 1937 'Badge' sets see many rises, some quite impressive such as the used high values of the St Helena set. And not only the torn flags etc.; the normal 15s (SG 113) rising from £950/1900 mint/used to £1000/2750 - a rise of nearly 45% for this rare used stamp (many 'used' copies having forged cancellations - not just Madame Joseph - so beware!) And Gibbons have now corrected their mistake in the 4th edition regarding the retouched torn flag.

The basic stamps of the KGVI and QEII reigns to the late 1990s are virtually static throughout, save for a few minor tweaks. The later issues however show many changes, and not always upwards. It does appear that SG have carefully considered the merits of each issue and not simply applied a blanket increase. Worth mentioning is the static pricing of the early cachets of Tristan da Cunha, reflecting some recent less than enthusiastic auction realisations. In fact the stamps of Tristan are also rather neglected except for some of the more recent issues.

To sum up, I believe it will pay all collectors of this area to have this latest catalogue. It is still good value, and if your interest is in either the pre-1938 or post 1995 period it will keep you abreast of current market trends. One final point - the WASC is now included in the Acknowledgements for the first time, following my complaint in the questionnaire of the 4th edition! Recommended.

🕮 *Imperial Censorship Operations in the Gambia in 1942*, John Wilson, The Civil Censorship Study Group 2014, A4 softbound, full colour, viii + 28 = 36 pages. ISBN 978-1-908008-03-9. Available from Graham Mark, Oast House West, Hauling Way, Wivelescombe, Somerset TA4 2PP UK. Price including current postage £8.75 inland; £11.25/€14.00 Europe or £12.50/US$21.25 worldwide. Payment by PayPal is acceptable subject to 5% extra to cover the fee. Remit to:gmarkb34@btinternet.com

Reviewed by Richard Beith, 21.08.2014

Ten or so years ago, aerophilatelists, censorship buffs and postal historians had a simplistic view of transatlantic air mail routes during the Second World War. Since then a number of researchers have opened our eyes to the actual complexities of routing and censorship. John Wilson has been prominent in all these developments, particularly in utilising the actual flight records in the Pan American Airways archives held at the University of Miami.

The Italian airline L.A.T.I. (*Linee Aere Transcontinentali Italiane*) successfully operated a service from Rome to Rio de Janeiro (later extended to Buenos Aires) for two years from December 1939. This route allowed mail to and from the Axis countries and South America to avoid the Imperial Censorship, mail only bearing German or Italian censor seals or handstamps: a serious breach of Allied security.

The eventual closure of this line in December 1941 was only achieved by promising the Brazilian authorities that Pan American would operate a 'L.A.T.I. substitute' service on the Brazil - Lisbon route and vice versa. Unfortunately this substitute service still provided an Allied censorship-free route for Axis mails. Wilson quotes from *The Times* (London), concerning mail arriving in Buenos Aires from Germany in two weeks (thanks to Pan American) only censored in Germany. It was agreed that Pan American's Boeing 314 flying boats would make an extra call at Bathurst where a team of Imperial censors would be established. However the Brazilian authorities insisted that their mail was not to be examined by British censors, so all the ten calls made at Bathurst were officially described as 'Emergency Calls'.

A team of five censors and one clerical assistant arrived in Gambia from the United Kingdom on 12 February 1942. They had to wait until 8 March to examine their first mails, the tenth and final mail drop occurred on 25 July. Six calls were in the Brazil - Lisbon direction, four southbound from Lisbon. Subsequent mail examination was based in San Juan, Puerto Rico, following the establishment of the San Juan Agreement. These Imperial Censors usually operated separately from the local censors, recruited in 1939. The locals used the official censor code for Gambia 'NN', but the Imperial Censors used 'INN'. Wilson has identified censor seals for all five Examiners: 5453, 5524, 5960, 6185 and 7219, used within that February-July 1942 period. In addition, octagonal 'Crown/Passed/No.' handstamps are recorded using P.202 and P.203.

Peter Wingent has supplied colour maps of the two routes involved and there are five appendices copiously illustrated in colour listing and illustrating: I Censor Label types; II Mail from non-Axis Europe intercepted and examined in Bathurst; III Mail from South America to Europe intercepted and examined in Bathurst; IV Mail from South America to Europe and vice versa, intercepted at Bathurst and forwarded to the UK for censorship and Terminal Mail from the Gambia opened and resealed with P.C.90 labels; V Imperial handstamps used on mail in transit and terminal mail.

This well printed volume records an interesting and important censorship activity over a seven month period. John Wilson is to be congratulated on his careful research and for ensuring that this information is available for all to read. Strongly recommended for perusal by the above-mentioned aerophilatelists, censorship buffs and postal historians.

🕮 *The Postmarks and Postal History of Independent Cameroun, 1960 to date*, M.P. Bratzel Jr, Michael St. J. Wright and Marc Parren, published in Canada by M.P. Bratzel 2014. A4 perfect bound viii+58 pages printed, plus 573 further pages on searchable DVD, ISBN 978-0-9694026-8-8. Price $75 US plus postage, or equivalent in Sterling or Euros. Order from marty_bratzel@yahoo.ca

Reviewed by Rob May, 7.09.2014

This publication has been supported by The Stuart Rossiter Trust and the Collectors Club of Michigan.

The French trust territory of Cameroun became an independent republic on 1 January 1960 and the southern part of the British Cameroons re-unified with independent Cameroun on 1 October 1961. Those events were more than fifty years ago. This publication, which is part book and part DVD, covers the whole of the postal history and postmarks of this country from 1960 up to the date of publication in 2014. There is no natural historic cut-off date in 2014, and also a paucity of postal records, so the authors expect that this will not be the last word on the subject. They have not, for instance, created a numbering system for the postmarks by type, just a simple sequential number for the postmarks of each office.

The slim 58 page book belies its real size; the DVD attached inside the back cover contains a pdf file of another 573 A4 pages listing each Cameroun post office and postal agency in alphabetical order with a thumbnail history, one or more illustrations of every known postmark and, in some cases, a recent photograph of the post office taken by Marc Parren whilst working in that country.

In the opinion of this reviewer, a very refreshing aspect of this publication is that it goes beyond being simply a catalogue of postal marking observed on mails from Cameroun by collectors in Europe and North America. The split of the content between a printed history and an electronic catalogue is a very positive feature of this publication because it emphasises the need for postal history not just to list the known physical evidence of postal handling, but also to explain that evidence. The authors have compiled a modern history of the management, latterly privatised, of the postal service and to gather insights from postal service workers in Cameroun as to the workings of the postal service on the ground. I particularly appreciated the critique of the quality of the 'Shiny' cancellers recently supplied from China.

Twelve hand-drawn maps at the back of the printed book show internal mail routes in about the year 2000, including by air. Those routes have since changed: for example, Cameroon Airlines collapsed in 2003 and no mail has been flown within Cameroun since then. Appendix A describes very different transport arrangements for the distribution of mail in around 2010-2011. Doubtless there will be more changes in future and local knowledge will need to be drawn upon again.

I thoroughly recommend this publication, not only for the use of the small number of collectors of modern Cameroun, but as an examplar for the depth of content and manner of publication for anyone else considering publishing a *catalogue raisonnée* on the modern postal history of other post-colonial nations.

Obituary - Fritz Kemme

Robert Nelson FRPSL

Fritz Kemme, a much valued member of our Society died on 13 January 2014 aged 85. Employed by Zeiss for many years, he went all over West Africa. He then retired from Zeiss to found his own optical business in Germany which he eventually sold, to devote himself to serious collecting.

He collected English, German and French West Africa. His main love was postmarks of which he had many, many volumes. His postmark collections were enhanced by maps & postcards of which he was particularly fond. I remember acquiring a rare Gold Coast T.P.O. postmark, Ashieme, but unable to place it on the map. An enquiry of Fritz produced an ancient map with Ashieme on it. He had an uncanny ability to seek out unusual items, some of which are displayed in *Cameo*. He made many contributions to published works notably Ted Proud's Gold Coast & Nigeria, and Mike Makin's Gold Coast Cancellations.

I first met Fritz at a meeting of the WASC at the British Philatelic Centre, Charterhouse Street, which in those days used to be the London meeting place of the Circle. We then met at each others homes where many an hour was spent with Fritz's tales of Ouagadougou, Bole & Togo. He had an amazing philatelic and historical library which kept me awake all night.

Fritz was an extremely knowledgeable and helpful man whose knowledge, kindness and sense of humour will be much missed.

Cameroun - Policing the Plebiscite

Rob May

The British Administration of the Trust Territory of Cameroons was provided by Nigeria until that country became independent on 1 October 1960. The anomalous status of the British Cameroons was resolved by a decision to hold two separate plebiscites to allow the resident populations of the northern and southern parts of the territory to decide whether to join independent Nigeria or independent Cameroun. It takes time to organise such elections, so the date for both plebiscites was 11 February 1961.

Such votes in other countries had been accompanied by disturbances and civil disobedience, and there was an insurrection ongoing at the time in the south-west of Cameroun. There is also always the risk of political gerrymandering. The British Government therefore sent a military contingent to the Cameroons to police the plebiscite period, replacing companies of the Queens Own Nigeria Regiment which had been in place at Bamenda and Kumba since late 1959. Bob Maddocks has provided a useful summary of these arrangements in his book *The Postmarks and Postal History of the Cameroons under British Administration 1916-1961* (Ref. 1). The first of the new troops arrived by sea on 14 September 1960.

A few years ago I was shown the remainder of the envelopes (but not the letters) of a correspondence from a member of the British contingent, which had already been picked over by other collectors. The envelopes are numbered so it is possible to see how much is now missing from the sequence. I bought the whole remainder because it is still complete enough to piece together the story of one man's service with this British force, and to illustrate some of the postal arrangements that applied to his mail. The serviceman was 22967536 Sig. Beer P. and most of the letters are from and to Miss B. Lyas in Stowmarket, Suffolk. Their Christian names were Peter and Brenda.



Figure 1

Front and part of the reverse of cover from Sig. P. Beer to the UK postmarked FPO 573, code A dated 19 September 1960 which was probably written aboard the Troopship "Devonshire" en route to the British Cameroons

The first covers are pre-Cameroons. There is a cover addressed to Peter Beer at BFPO 69, Aden dated 28 Jan 1960, franked 6d and a cover to Miss Lyas from Bulford Barracks, Salisbury dated 13 June 1960, franked 3d. We can then see him in transit to the Cameroons, as there is a cover with an undated Post Office Maritime Mail roller cancellation, on the back of which he gives his return address as "T.T. Devonshire, BFPO 609" – a troopship. Letters 17, 18 and 19 in the correspondence from Sig. Beer all have the same postmark of FPO 573 dated 19 September 1960 (Fig. 1). I think this is because they were written sequentially aboard ship but could not be despatched until the ship reached the Cameroons. The letters are marked on the reverse in manuscript "634 Sigs TP. Buea / Br Cameroons / BFPO14". The postmark date falls between the arrival of the troops on 14 September and transfer of command from the Nigerian force to the British force on 21 September. Bob Maddocks records the first day of use of this postmark to be 15 September (Ref. 2).

The only FPO postmark used on any of the remaining covers in this correspondence is this FPO573, code A, which was used only at the British HQ at Buea. However Sig. Beer seems to have had a liaison role with the Cameroun authorities because his cover to Brenda Lyas dated 14 October 1960 (#28) was posted from Douala franked 50fr, using current Cameroun adhesives. This was the ordinary airmail postage rate for mail from Cameroun to the UK at the time – it seems he had no right to a forces postage concession whilst he was on the "wrong side" of the border. For letter number 30 he was back at FPO 573 using the 3d forces concessionary rate. None of his letters posted either side of the border have any indication of censorship.

I list next the sequence of letters from letter 31, dated 7 November 1960 to letter 47, dated 24 December 1960 (with gaps where covers had already been sold to other collectors):

#31	7 November 1960	50fr	Nkongsamba
#32	9 November 1960	50fr	Douala – machine cancel
#34	16 November 1960	50fr	Nkongsamba - machine cancel (Fig. 2)
#35	17 November 1960	3d	FPO573
#36	25 November 1960	50fr	Douala – Akwa
#37	29 November 1960	50fr	Nkongsamba
#38	1 December 1960	50fr	Nkongsamba
#39	Date illegible	50fr	Douala
#40	2 December 1960	50fr	Nkongsamba
#42	10 December 1960	50fr	Douala R.P.
#43	11 December 1960	50fr	Douala Aviation
#45	15 December 1960	50fr	Nkongsamba
#46	23 December 1960	3d	FPO573
#47	24 December 1960	50fr	Nkongsamba (Fig. 3)



Figure 2 (reduced to 80%)

Cover from Sig. Beer to Miss B. Lyas in the UK, with no indication of Forces Mail and no return address; in effect this is an ordinary airmail cover



Figure 3 (reduced to 80%)

Stampless "Forces Air Mail" cover to the UK, postmarked Nkongsamba Cameroun on 24 December 1960

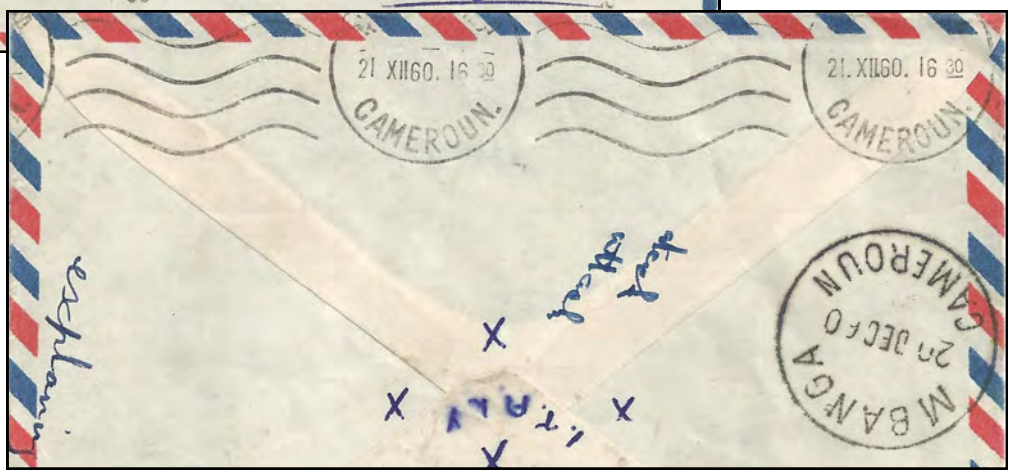
Did a Christmas concession permit this? The cover has not been taxed



Figure 4

Front and part reverse of a letter sent 9 December 1960 by forces air mail to Sig. Beer showing his unit to have been operating in the Republic of Cameroun rather than in British Cameroons

The Mbanga transit postmark is evidence for the mail having flown to Br. Cameroons in the normal way, then having been transferred across the border by land



Lovers cyphers

As befits a Signals man, many of these letters are sealed with lovers' cyphers

On this cover ITALY = I truly always love you



Figure 5 cover dated 21 December 1960 from UK to Sig. Beer serving as part of the British Force, but detached to Nkongsamba in the Republic of Cameroun. The letter should have been paid 6d and marked "Forces Mail" so it was struck insufficiently paid and taxed.



Figure 6 cover dated 16 October 1960 from UK to Sig. Beer serving as part of the British Force, but detached to Nkongsamba in the Republic of Cameroun. The letter should have been marked "Forces Mail" so it was struck insufficiently paid and sent by surface mail.

This is an interesting sequence showing that Sig. P. Beer was spending a lot of his time on the French side of the border, moving quickly and regularly between Douala and Nkongsamba, probably on the railway. His nominal base was at Nkongsamba, which we know because the correspondence includes a few covers sent to him from the UK by Brenda Lyas. They are addressed to Sig. P. Beer at "c/o P.C. Div Groupe 'D', B.P.270, Nkongsamba, Cameroun Republic. Note the French spelling of the word "groupe". The example illustrated as figure 4 has a transit backstamp of Mbanga 20 Dec 60, then a machine cancel of Nkongsamba one day later.

I expect that he must have been a competent French-speaker to have been given such duties, but I don't know exactly what his duties would have been. He might have been a translator, but that is just speculation.

The two covers in this sequence that have FPO573 marks do not necessarily mean that he was briefly called back to head-quarters at Buea because they could have been carried on his behalf by other members of the detachment at Nkongsamba, in order to use the concessionary rate and save postage. However the gap between letters 45 and 46 is unusually long so I do think it is likely he travelled back to Headquarters at that time.

The one stamp-less cover is intriguing; even if a Christmas free mail concession applied at the FPO it seems improbable that it would have applied whilst he was on Cameroun territory. Does any member have knowledge of forces free Christmas mail rules at this date?

Before I saw this lot of covers, Brian Lythgoe had taken out three covers from Miss Lyas to Sig. Beer which are struck with a two line boxed hand-stamp INSUFFICIENTLY PREPAID / FOR TRANSMISSION BY AIR. Two of these illustrate mistakes made by her, one by the postal authorities. The first is dated 13 December, franked 6d and marked forces mail. The red hand-stamp was wrongly applied by the Post Office and has been scuffed across with black ink in transit or upon arrival to cancel it.

The second (Fig. 5) was only paid 4d, therefore under-paid by 2d, and has a nice strike of a London Foreign Section hexagonal due mark. The mistake on the third cover (Fig. 6) is less obvious; she forgot to write Forces Mail above the airmail etiquette, so the etiquette was struck through and the letter was sent surface mail.

Peter Beer's letters 49 of 29 December 1960 and 56 (date illegible) are both postmarked FPO573 so it seems he spent the holiday period at Buea Camp. It would be interesting to locate the missing sequences 50-55 and 57/58, but two UK covers addressed to him on 3 January 1961 and 13 January 1961 were sent to his usual address at Nkongsamba and were back-stamped there on arrival on 13th and 25th of that month.

Letter 59 shows him back at Douala on 1 February 1961 then letter 62 of 16 February 1961 is postmarked Nkongsamba again. For letters 63 and 64 the pattern is broken by postmarks of Koutaba, Cameroun That town is further north from Nkongsamba, still close to the border with British Cameroons and is significant because it was the location of a French military base. Again, this indicates that he was in some kind of liaison role.

Peter Beer's letters 65 and 66 return to pattern, having been posted, at 50fr rate, at Douala Aviation on 1 March 1961 and Nkongsamba on 6 March. That last date coincides with the fastest mail from the UK to him; a letter posted by Brenda Lyas on 1 March 1961 was back-stamped at Nkongsamba with the usual machine cancellation on 6 March.

After that he changed location. Her letter posted on 14 March was addressed to Peter Beer at "Consulat Britannique, B.P. 4031, Douala, Cameroun Republique" and a letter in another hand posted in Birmingham on 13 February 1961 has been re-addressed to "B.P 4031, Douala" and back-stamped Douala R.P TRI No. 3" on 19 April – an unusually slow letter from the UK

His posting at the Consulate was short lived. His letter of 14 March 1961 was posted from FPO573 with a GB 3d stamp paying the postage, and his subsequent letters were sent from the same place Miss Lyas's letter of 10 April 1961 (Fig 7) was addressed to him at "634 Signals T.P. Buea Camp, British Cameroons, BFPO 14". She put a 3d stamp on the opposite corner of the envelope which missed the machine canceller and was therefore cancelled by a double ring hand-stamp at the Forces mail handling depot, which reads "Home ??? Depot R.E. / 55".

His last letter home is dated 28 April 1961 and a letter addressed to him by Brenda Lyas on 24 April at Buea Camp was redirected to Newton Rd, Stowmarket (back-stamped FPO 573 code A on 5 May 1961 to show the redirection date), because by then he was on his way back to the UK. He wrote to Miss Lyas in Stowmarket from Bulford Barracks on 15 June 1961, which is the last cover of this correspondence, because Miss Lyas became Mrs P Beer at Stowmarket later that summer.



Figure 7 Sig. Beer's final service address was Buea Camp before his return to the UK at the end of April 1961. Note the extra postmark of the Forces mail room cancelling the 3d stamp at the bottom left.

Bob Maddocks states that two contingents were rotated into and out of the Southern Cameroons, so Sig. Beer's earlier departure may have been part of that event. Unification of the northern part of British Cameroons with Nigeria took place on 1 June 1961 and the southern part joined the Republic of Cameroun on 1 October 1961. The last British troops departed on HM transport *Devonshire* on 2 October.

Reference

1 Maddocks R.J., *The Postal Arrangements of the Anglo-French Cameroons Expeditionary Force 1914-1916*, p86, Author, Oswestry 1996

Access to the internet?
Then please try visiting the
West Africa Study Circle
Web Site at:
http://www.wasc.org.uk
Webmaster is Ray Harris
contact: harris6@which.net
There are now direct links to our advertisers and other websites

Sierra Leone 1940 8d Cash Paid Airmail Postcard

Jeremy Martin FRPSL

This postcard (illustrated front and reverse at Figure 1) was shown to me by a friend. The card illustrates 'DEALERS FROM ALL PARTS OF THE COUNTRY. FREETOWN, SIERRA LEONE'.

The card has a type N100 naval censor cachet, a RECEIVED FROM / H M SHIPS, and a red UK receiving Postage Paid datestamp of 25 April 1940. Inscribed "BY AIR MAIL", the card has a red 'Paid 8d' in manuscript. From 1 January 1940 the air mail rate to the UK for postcards was 8d. (Ref. 1)

It seems likely, but not certain, that the card was posted in Sierra Leone. Has anyone come across a similar paid in cash postage cover or card?

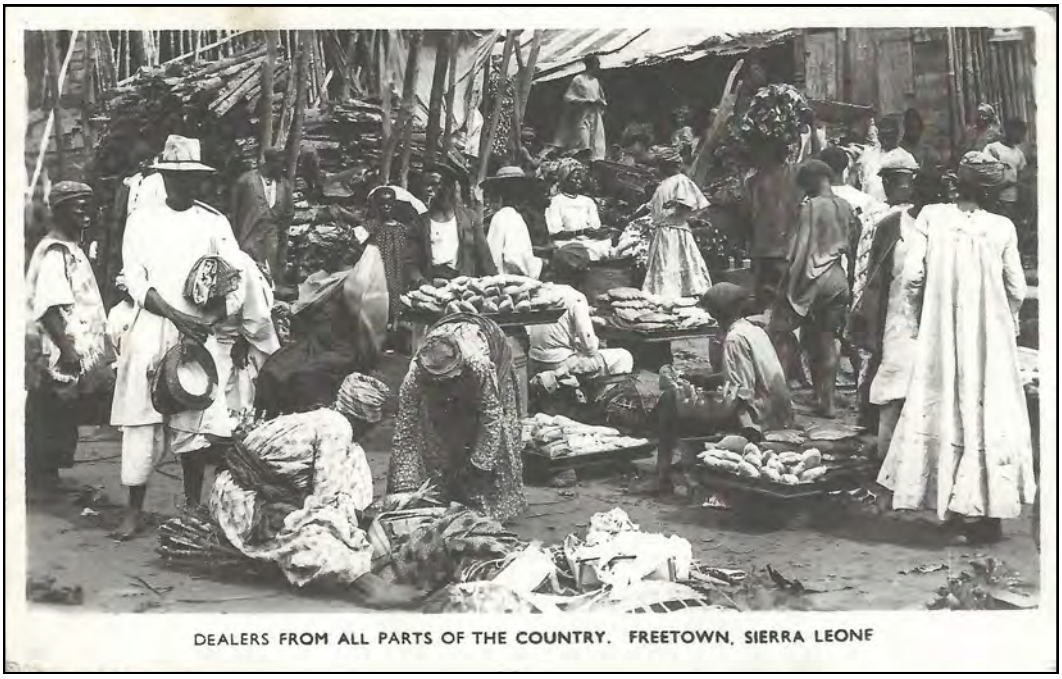


Figure 1

Front and Reverse of postcard sent Postage Paid

Reference

1 Walton F.L., *Sierra Leone King George VI Definitive Stamps*, p81, WASC, Dronfield 2001

Forged Meter Marks on Mail from Nigeria

Rob May

In the 1980s, 1990s and early 2000s a large volume of mail was sent to commercial addresses in USA, Britain, Europe and New Zealand from people claiming to be Nigerian princes, large corporations and the like, asking for help to extract money from various traps in the banking system. The offer made to the recipient was a share of the cash once "liberated", but the cost would be a varying amount of "seed-money" to be put in by the new partner up front. The scammer may also phish for enough material to steal the victim's identity. This was, of course, a fraud which quickly became very well-known to the Police in both the developed world and in Nigeria. It is known as advance fee fraud and was made illegal in Nigeria in 1980 under article 419 of the Nigerian penal code. It is therefore also called "419 Fraud". An early version was the Spanish prisoner fraud from the late 16th century and, right up to date, a favourite version now is the e-mail fraud that sends an e-mail from a hijacked real e-mail account to all their contacts saying they are stuck abroad and please send money urgently by wire transfer.

Almost all this fraud is now conducted on-line by e-mail and via social media. However those tools did not exist in earlier years and so the perpetrators used the post. A cottage industry in Nigeria was set up to address huge numbers of letters by hand, taking addresses from stolen directories (Ref 1). This is a numbers game. The scam relies on maybe one in a few hundred people being greedy, or naïve, enough to be taken in, so the cost of legitimate postage would soon mount up. Postage stamps and postmarks were therefore forged in order to avoid the postage cost. The Nigerian Post Office was quickly alert to these forgeries. I have not yet seen any forged Nigerian stamps on 419 fraud mail envelopes which bear legitimate Nigerian postmarks, but a few probably exist.



Figure 1 Three types of Nigerian forged meter marks. The lack of a date of despatch is diagnostic: these rubber stamps did not include moveable date slugs

On the other hand, many overseas postal authorities were caught unawares at first and, during the 1990s, the UK and US post offices actually delivered huge numbers of these letters, until it was pointed out to them that they could lawfully intercept and destroy such mail because it was not "validly pre-paid". To be able to intercept such fraud mail legally they had to be able to identify the forged stamps, so inevitably some continued to get through. Most of the adhesive stamp forgeries were colour photocopies of varying quality, with very rough perforations, gauge about 11, so a practised eye could spot them.

When adhesive stamped mail was increasingly intercepted, the Nigerian scammers became more creative by forging meter marks instead, probably using rubber hand-stamps. These were much harder to identify. The Nigerian post office withdrew all postage meter machines from their commercial users in 1995 because of the widespread forgery of meter marks by that time, and they have not been re-instated since. I can illustrate a selection of these forged Nigerian meter marks (figure 1). The authors of The International Postage Meter Stamp Catalog (freely available online) are also aware of them and have illustrated some on their page 823.

419 fraud became increasingly associated with postal mail from Nigeria, until fax and e-mail offered cheaper access to potential victims (Ref. 2). In an effort to disguise the origin of later letters in around 1999 some meter marks of other countries were also forged. I can illustrate examples purporting to be from Hong Kong and from Tanzania, both of which were created in Nigeria using rubber stamps (figure 2). The contents of these letters need to be kept with the cover in order to prove their real origin; the return telephone number on the letters in these envelopes includes international dialling code 234 which is the code for Nigeria.



Figure 2 Forged meter marks of Hong Kong and Tanzania. Forged meter marks of other countries are very likely to exist

References

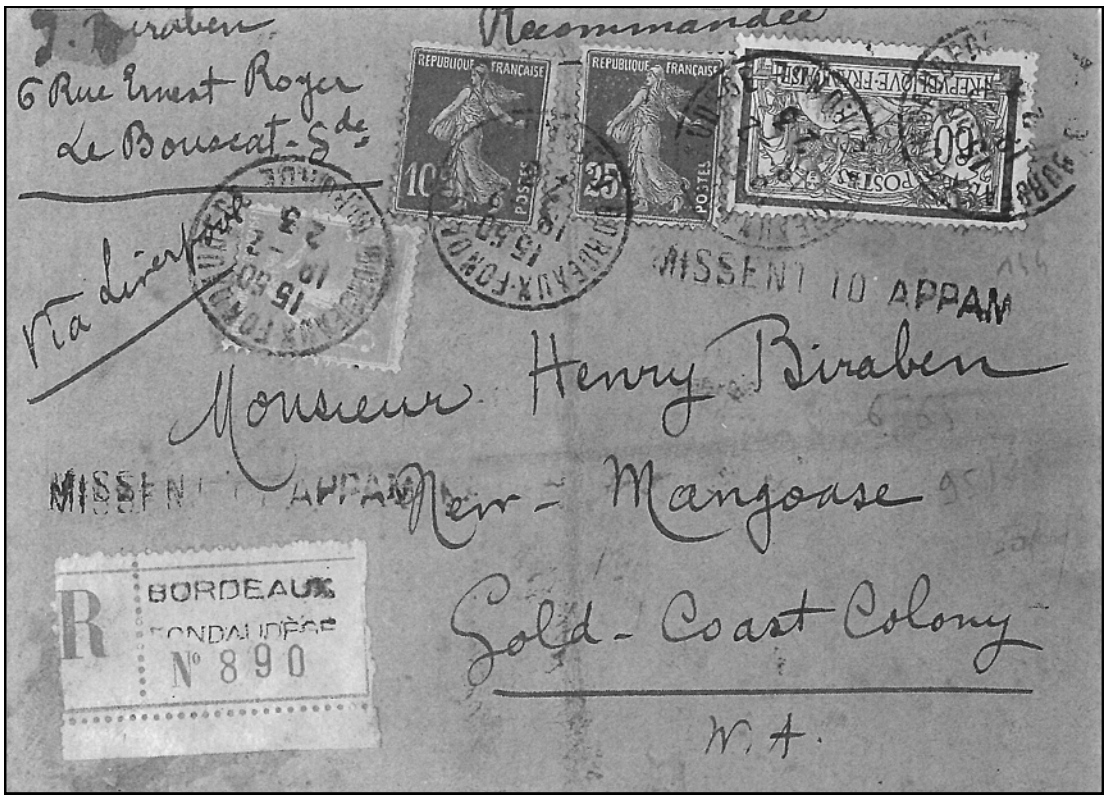
1 Robinson, Jeffrey, *The Merger*, Chapter 12, Simon & Schuster UK Ltd, 1999
2 Many more references can be found at the end of the Wikipedia entry for "419 scams"

Gold Coast Missent to Appam

Jeremy Martin FRPSL

This 1923 cover from Bordeaux via Liverpool and Accra to Mangoase was MISSENT TO APPAM. The cachet measures 47mm x 3.5mm and it is not recorded in the book edited by Michael Ensor (Ref. 1).

The cover was registered and stamps to the value of 1fr were applied. From 1 April 1921 the French foreign letter rate was 50c up to 15g and the registration fee was 50c.



Reference

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

Togo: 1920 1/- Value on Emerald-green with Olive Back

Jeremy Martin FRPSL

This stamp, SG H53b, was the subject of an article by Peter Fernbank in *Cameo* July 1994 (Ref. 1). I recently purchased a copy at auction, subject to getting a certificate. It was submitted to the Expert Committee of the Royal Philatelic Society London and was examined in January 2014.

The result was interesting "*has been re-gummed to represent 'olive back'*". I have a copy of the emerald-green with emerald-green back and the doctored copy seems to be exactly the same as mine! It looks as though I will now have to submit this for a certificate too.

Reference

1 Fernbank P., "Togo - the 1/- on Emerald Paper", *Cameo*, Volume 4 p284, WASC July 1994

Gold Coast type Cancels of Togo: Postmarks of Tsewie

Michael Ensor and John Mayne

The articles in *Cameo* in October 2013 and June 2014 (Refs. 1 & 2) did not consider the cancellations for Tsewie, which are reproduced below from Martin & Walton (Ref.3). The numbers 1 to 4 are our own.



Cancel 1



Cancel 2



Cancel 3



Cancel 4

A post office opened at Tsewie on 1 April 1907. The canceller reading "Tsevie" was employed until December 1909 when a replacement spelt Tsewie was introduced and used until 13 August 1914. In 1914 Tsewie, which lies on Togo's central railway, found itself on the fringe of the British zone of occupation, as defined by the first partitioning of the territory. The railway was no longer operating at that time. It was thus a place of little importance and there is no record of the second German canceller continuing in use.

Much of the mail sent in the British period is philatelic; especially postal stationery. The example on page 37 of Martin & Walton is probably from a visiting British official. The second partitioning in 1920 placed Tsewie in the French zone.

Cancel 1, recorded 9 March 1917 to 2 September 1920 is known on overprinted Gold Coast stamps, presumably at those dates on the London printings, but Martin & Walton does not make any distinction between usage of the Gold Coast and London overprints. It is recorded 24 February 1920 only, on an un-overprinted Gold Coast stamp. The bottom half of the double ring cancel reads GOLD COAST because, at that time, thought was being given to the possibility that Tsewie would be absorbed into the Gold Coast. Instead it passed to the French on 1 October 1920 and the French cancel has yet to be recorded in use prior to 20 July 1922.

Cancel 2 is recorded from 15 September 1915 to 14 March 1919. it has also been found once on an un-overprinted Gold Coast stamp. It appears cancel 1 may have been amended, but the day and month slugs are also the opposite way around. The blanking covers both the words "Gold Coast" and the dots.

Cancel 3 is recorded used between 29 August 1915 and 19 November 1915 and remains unknown on un-overprinted Gold Coast stamps.

Martin & Walton detail overall stamp usage but do not differentiate the use of cancels 1, 2 and 3 on overprinted German Yacht issues and overprinted Gold Coast issues. Neither of us has seen any Tsewie cancel on overprinted German stamps, whether British or French. It is feasible, but by August 1915 the use of British overprinted German stamps is uncommon, whilst French overprints remained current until November 1916.

Cancel 4, which has 'TOGO' included, is stated by Martin & Walton to have been issued, like that for Palime, in 1917. This is puzzling, not only because neither of us has seen its use while Tsewie was in the British zone, but also since type 1 and type 2 cancels remained in us until 1920 and 1919 respectively. The type 4 cancel was certainly used at Tsewie while under French control, like the similar design of cancellers at other places under French control, described in the recent *Cameo* articles (Refs. 1 &2)

Example of cancels 1, 2 and 3 are difficult to find whether on loose stamps, postal stationery and covers.

- Cancel 1 has not been recorded on mail seen by either author
- Cancel 2 is known on an un-overprinted German 10pf reply card, complete, date unclear, with no message, incorrectly used to Lome on 1 June 1916 addressed to Captain Harris, a member of the invasion force. (Fig. 2)
- It is also known on a registered cover to Los Angeles dated 14 June 1918 to the Institute of Mentalism (Fig. 3). For more about that organisation see the *Journal of the France & Colonies Philatelic Society* (Ref. 4)
- A third example is noted on an overprinted Gold Coast ½d postal stationery card correctly used to Lome on 14 March 1919, with no message. (Fig. 4)

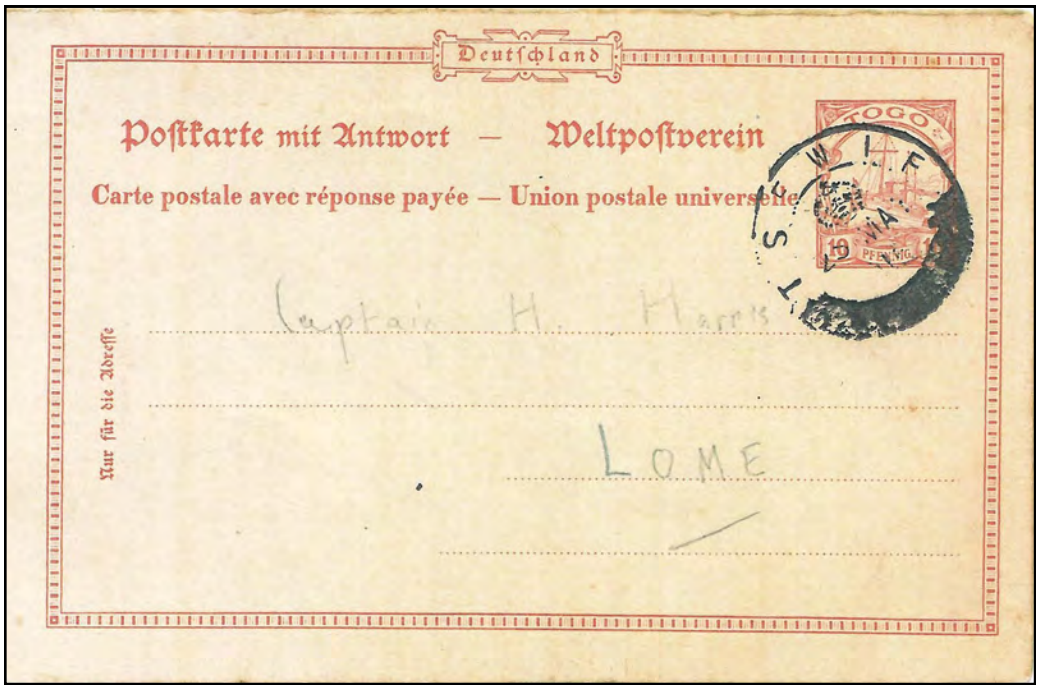
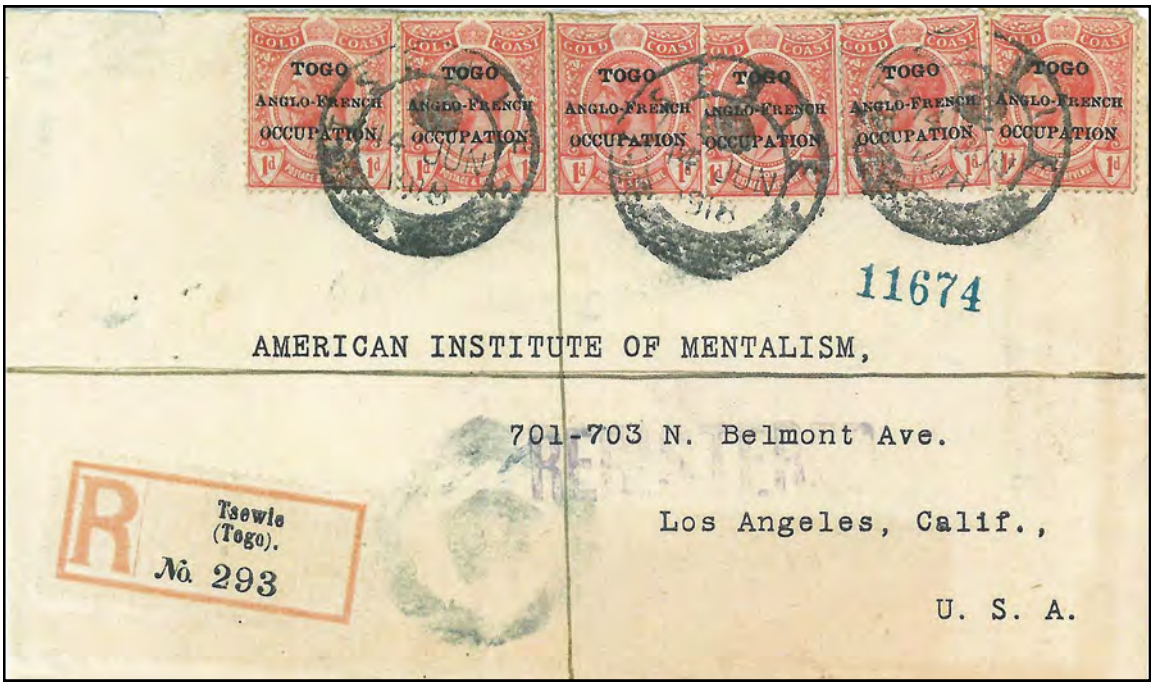


Figure 2



Fure 3



Figure 4

Cancel 3 appears a little less difficult to find than cancels 1 and 2. It is recorded:

- Used 29 August 1915 on an overprinted German 5pf single postal stationery card, used correctly internally to Palime arriving on 7 September 1915. This overprinted card was first released in August 1915 (Fig 5)
- Used 28 August 1915, possibly cancelled "par complaisance" (Fig. 6)
- 29 August 1915 to a Mr Powell or Howell at the Lome Military Railways, ex John Wilson Cavendish sale, 2007; from memory without message and philatelic
- 15 September 1915 to Captain Harris at Lome (Fig. 7)
- 15 September 1915 cancelled "par complaisance" (Fig. 8)

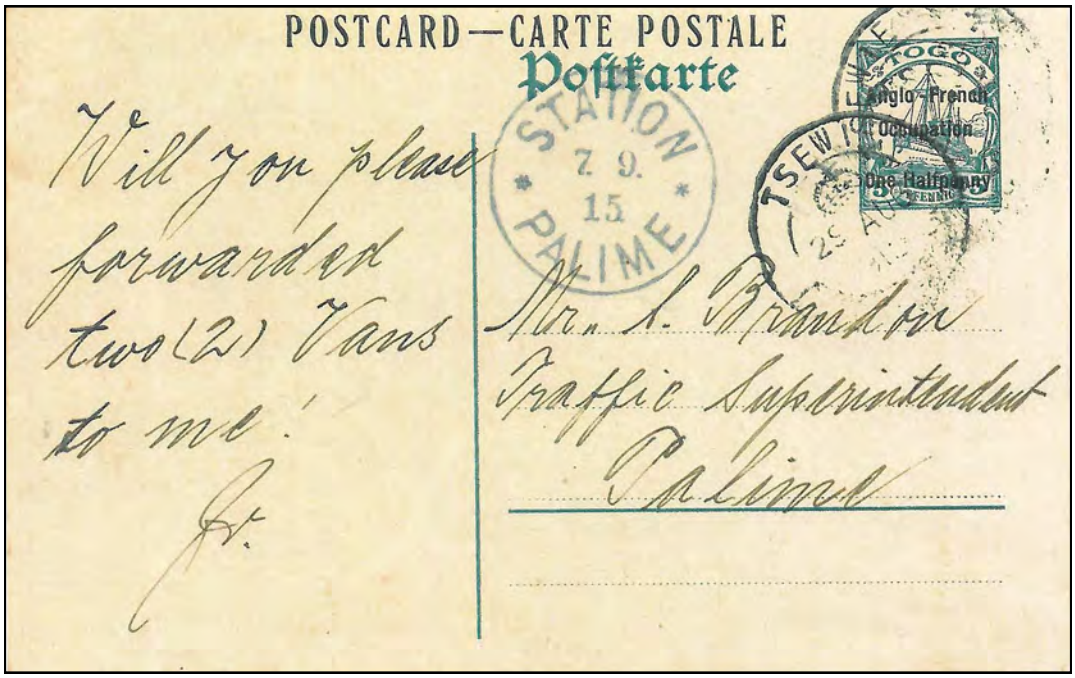


Figure 5



Figure 6



Figure 7

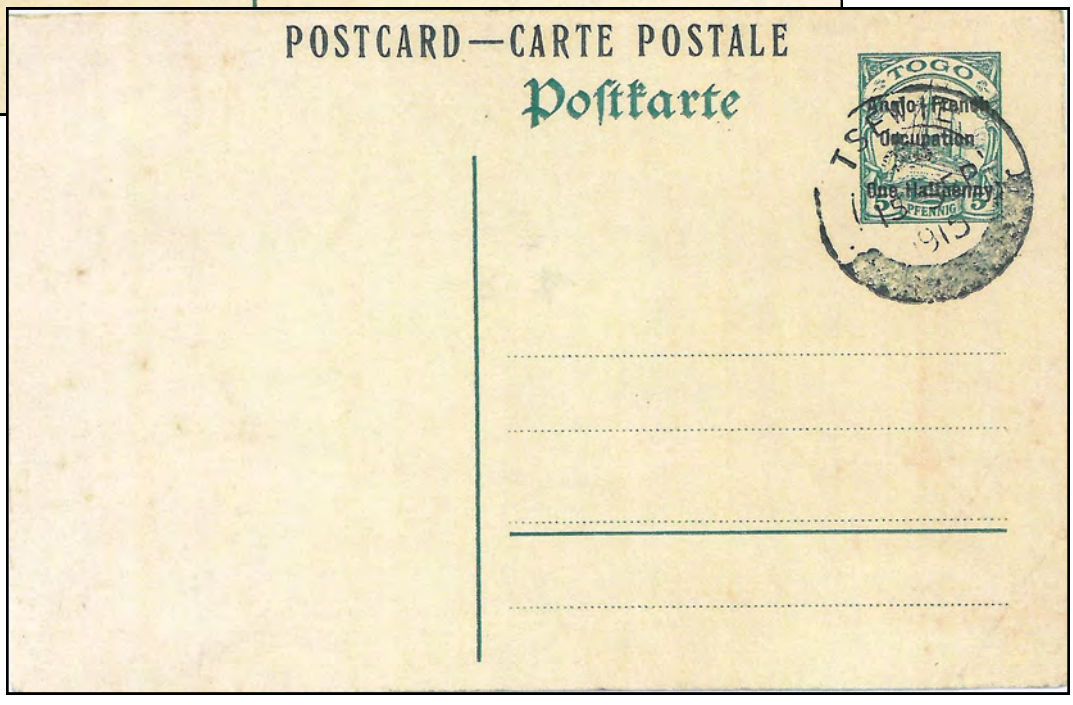


Figure 8

- It is also recorded on 10 November 1915 on an overprinted German 5pf reply card redenominated ½d with a further ½d Gold Coast adhesive to meet the correct 1d rate to Seaton, Devon (Fig. 9). It has no message and is to the same address with the same date as the overprinted 10pf card illustrated by Martin & Walton.

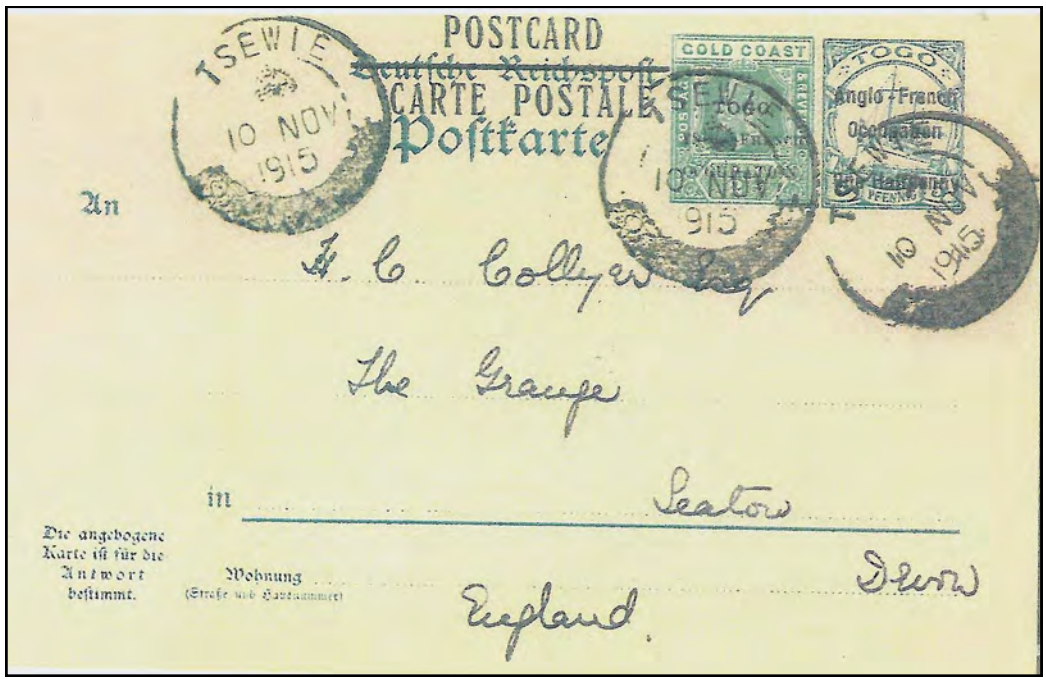


Figure 9

References

1 Mayne J. & Mitchell B., "The Gold Coast-type cancels of Togo, 1916 - 1950?", *Cameo*, Volume 14 pp145-148, WASC October 2013

2 Mayne J., "The Gold Coast-type Cancels of Togo", *Cameo*, Volume 15 pp79-81, WASC June 2014

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

4 Grabowski E., "Professor A Victor Segno: a note of Explanation", *Journal of the France & Colonies PS*, Volume 63 pp142-146, December 2013
Also letter in response in the March 2014 edition, Volume 64, pp40-41

More Testing Times for Lagos Postmaster George Cole in 1901

Dr Simon Heap

Over recent articles in *Cameo*, I have studied the life and times of the long-serving Lagos Postmaster, George Josephus Cole (Ref. 1). This piece rounds up some further notable aspects of his life and death in 1901.

'Test' and 'Special' Letters

In January of that fateful year, things started brightly, with the *Lagos Standard* newspaper wishing "our very warm congratulations to Mr. G.J. Cole, Colonial Postmaster, on entering his seventeenth year as Postmaster on Monday, received his first appointment as Postmaster on 14 January 1885." (Ref. 2)

Ten weeks later, matters had deteriorated. It was reported that a government letter addressed to His Honour the Chief Justice was dropped into the 'Late Letter Box' for Ocean mails which was kept at the Mail Agent's office, Lagos, "for the purpose of ascertaining whether that box had been cleared by the post office officials within the last *six months*." (Ref. 3)

That posting had presumably been back in September/October 1900 because by direction of the Governor, Sir William MacGregor, the box was opened on Saturday 2 March by a Board of Officials in the presence of Postmaster Cole and the Mail Agent. The 'Test Letter' was the only article found in the box.

On 13 March, the Governor interviewed Cole on the subject of the 'Test Letter'. Five days later, Postmaster Cole was brought before the colony's Executive Council upon the subject of the 'Test Letter'. Though the discussion is not known, Cole was suspected of excessive drinking and so Governor MacGregor ordered that on 20 March, the Postmaster entered the Colonial Hospital where he was examined by a Medical Board. (Ref. 4)

The *Lagos Standard* recalled an incident from the previous year:

> The Royal Mails for the Windward Ports and England for SS *Leopoldville* were delivered by the Post Office Officials at the Mail Agency for transmission, and a receipt for them was obtained. Ten days after the SS *Leopoldville* had left Lagos, it was discovered that the whole of the Bags containing the mails had been put away and locked up in a store at the mail agency. No one, as yet, has suffered for so gross a carelessness. (Ref. 5)

The newspaper also reported that it was rumoured that Mr. G.G. Bell of the PWD or Mr Arthur Laborde of the Colonial Secretariat would become Postmaster of Lagos. (Ref. 6)

Additionally, Governor MacGregor directed that a Commission of Enquiry be held at the Post Office possibly in connection with the subject of the 'Test Letter'. Captain Neale of the Hausa Force and Mr. J.M.M. Dunlop LLD, Acting Chief Registrar, were appointed Commissioners.

That Commission of Enquiry could well have also been in connection with the 'Special Letter' incident, as another letter addressed to His Honour The Chief Justice of Lagos this time supposed to be posted at Oyo marked 'To await arrival on 5th' and directed in 'Care of Sir William MacGregor, Ibadan' was received at the Lagos Post Office on 9 March, bearing the Ibadan Postmark of 4 March.

Bearing in mind the recent experience of the 'Test Letter', the postal clerk opened the bag and immediately called the Postmaster's attention to the 'Special Letter', which Cole instantly dispatched after being stamped 19th March. In less than half-an-hour of its receipt at 4.15pm the Chief Justice made a report direct to Sir William MacGregor charging the Lagos Post Office with the delay of this 'Special Letter' and the non-delivery of it at Ibadan while His Honour was there with the Governor on the 6-7 March. (Ref. 7)

In early April, the *Lagos Standard* went on the offensive on behalf of Postmaster Cole. It boldly stated, with italics and capitals:

> The Medical Board appointed by Sir William MacGregor to examine the Postmaster on the 20 March has reported that the Colonial Postmaster *is suffering from "NOTHING"* and that the Board is of the opinion that, "*he is extremely fit to continue the discharge of his duties and his ailment is not the result of his own intemperance*". (Ref. 8)

The newspaper then pointedly referred to the lack of Africans running the Government bureaucracy of Lagos:

> Mr George Josephus Cole, the Colonial Postmaster, entered the Civil Service of this Colony twenty-seven years ago; and had been Postmaster of Lagos for the past seventeen years. He is, at present, the only *native* who is Head of a Government Department in *this Colony*. (Ref. 9)

The following month, it went further:

> Condemned to do the maximum of work at a minimum of salary, (the native civil servant) is still subjected to constant irritation and annoyances enough to make miserable the life of a saint. The Postmaster may rest assured that he has the sympathy of all right thinking men, and that the community are anxiously watching to see what will be done to a deserving officer, who if he only had a white skin, would have been receiving double his present salary, or else be in the enjoyment of a comfortable pension. (Ref. 10)

Indeed, being in charge of the Lagos Postal Department was an onerous task. For example, for a short period in May to June 1901, Mr. Claude A. Robbin, Statistician in the Customs Department, was appointed Officer-in-Charge of the Post Office. (Ref. 11) Yet Robbin "has been made to suffer some anxiety and annoyance, for, not being as yet fully acquainted with the workings of the department, the mails closed to go by the German steamer *Helene Woermann* did not catch the steam tender which was the boat prepared to take out the mails on Monday afternoon." (Ref. 12) It turned out that the Post Office had not paid for the service. (Ref. 13)

George Cole returned to work soon after.

The Death of Postmaster Cole

The *Lagos Standard* recorded that George Cole had died on 29 July at his Lagos Island home in Bamgbose Street "with startling unexpectedness" last Monday evening. His remains were interred on Tuesday afternoon at the Ajele cemetery "in the presence of a large concourse of people". (Ref. 14) Cole died intestate; his widow Sarah Cole (who did not receive a colonial pension) and elder brother Charles Randall Cole applied for a grant of letters of administration to the estate of the deceased. (Ref. 15) In August, a Memorial service was held at Wesleyan Faji School on Sunday afternoon for the late Postmaster G.J. Cole, who was for some years Superintendent of the Sunday School. (Ref. 16)

The *Lagos Weekly Record* newspaper offered its sympathies, but then gave a startling revelation as to the cause of Cole's demise:

> The Postmaster had been at work at the Post Office on Saturday up to 10pm, hence the news of his death came like a thunderclap to everyone, although most of his friends knew that he had received a missile [missive] a few days ago posted to him and written in Yoruba in a lady's hand intimating that in seven days' time his corpse would be borne passed in front of the writer's house. This missile is in the hands of the authorities. It is not too much to say that postmaster Cole has been worried to death and that in his recompense for serving the government faithfully for over quarter of a century. (Ref. 17)

In January 1902, a letter to the editor of the *Lagos Standard* summed up matters:

> The case of the late lamented Postmaster Mr. G.J. Cole will ever remain an indelible blot on the present administration. This officer had been in the public service for twenty-seven years, and had been commended for his efficiency as Postmaster by four governors in succession. Yet strange to say, while Mr Cole was holding the office of Postmaster, the Governor, influenced by the complaint of a miscarriage of a letter which is inevitable, wrote to the Secretary of State disparaging the services of an officer of nearly thirty years standing who had only come under his (the Governor's) notice and supervision for at most twelve months, and recommending that a white official should be made to supersede him. In order to give countenance to the disparaging opinion thus expressed, Mr Cole was subjected to all sorts of worry and annoyances and eventually died of worry and over work. (Ref. 18)

References

1 Heap S., "Postmaster George Cole and the Reorganisation of the Lagos Post Office, 1901", *Cameo,* Volume 14 pp13-14, WASC, January 2013, and "The Obituary of Lagos Postmaster George Josephus Cole" *Cameo* Volume 15 p31, WASC, January 2014
2 "News, notes and comment", *Lagos Standard*, 16 January 1901, p2
3 "News, notes and comments" *Lagos Standard*, 27 March 1901, p2. Emphasis in the original.
4 "News, notes and comments" *Lagos Standard*, 27 March 1901, p2
5 "News, notes and comments" *Lagos Standard*, 27 March 1901, p2

6 "News, notes and comments" *Lagos Standard*, 27 March 1901, p2. Laborde would indeed take over as Acting Postmaster after the death of Cole later in the year – "News, notes and comments", *Lagos Standard*, 4 September 1901, p2
7 "News, notes and comments', *Lagos Standard*, 3 April 1901, p2
8 "News, notes and comments", *Lagos Standard*, 3 April 1901, p2
9 "News, notes and comments", *Lagos Standard*, 3 April 1901, p2
10 "Lagosian on Dits", *Lagos Standard*, 8 May 1901, p2
11 "News, notes and comments", *Lagos Standard*, 7 August 1901, p2
12 "News, notes and comments", *Lagos Standard*, 5 June 1901, p2
13 "Epitome of news", *Lagos Weekly Record*, 8 June 1901, p3
14 "News, notes and comments", *Lagos Standard* 31 July 1901, p2
15 "Supreme Court Notice", *Lagos Standard* 21 August 1901, p3
16 "News, notes and comments', *Lagos Standard*, 21 August 1901, p2
17 "Epitome of news", *Lagos Weekly Record*, 3 August 1901, p3
18 "Letter to the editor, Governor MacGregor and the Native", from 'A Native', *Lagos Standard*, 22 January 1902, p3

The Sierra Leone Railway History Archive at York

Philip Beale FRPSL

Members will be pleased to know that The National Railway Museum at York has established an archive for the history of the Sierra Leone national railway. There is now an association of Friends. The railway museum in Freetown has been developed and its contents splendidly refurbished.

Any material connected with the railway would be welcomed by Anthony Coulls, at the NRM, Leeman Road, York YO26 4XJ, Telephone 01904 621261. There is an attractive booklet available.



Postcard depicting restored Beyer Garratt locomotive in Freetown (Sierra Leone National Railway Museum)

The Creation of a Philatelic Archive for St Helena
Part 1 - Introduction and Development of the Project

Barry Burns FRPSL

Some members will be aware that Bernard Mabbett and I were jointly awarded the Julian Chapman Memorial Scholarship in 2012, which helped pay our expenses for a trip to the island of St Helena in the South Atlantic Ocean. My report is being published in Cameo*, probably in three parts of which this is the first. When complete, I hope the full document will be made available on the WASC website as a downloadable PDF file for everybody, including non members, to access - should they wish! - Barry*

Introduction

Bernard Mabbett and I have each been collecting and studying St Helena stamps and postal history for about forty years. In 2012 we were jointly awarded the Julian Chapman Memorial Scholarship in order to visit the island and ensure the safe retention there of an unsorted archive of material from the Post Office cellar in Jamestown. This report will describe the project in detail, including a few philatelic events during our visit that were not directly connected with the cellar archive. It may possibly assist other researchers involved in undertaking similar work elsewhere.

Background

We have together visited St Helena three times, in 1998, 2002 and 2009. On each occasion we spent a good deal of time in the Government Archives held in The Castle at Jamestown, where there are excellent records relating to the history of the Island from the seventeenth century onwards. Of particular interest to philatelists are the shipping records, correspondence books, blue books containing annual reports including post office sales, names of postmasters and some postal rates. In addition there are broken runs of various local newspapers and parish journals etc.

We were privileged during our first visit to also view part of the Government collection of postage stamps, mainly from the 1890s to 1960s. These were kept in the strong room at The Castle and although a good attempt had been made at writing up the stamps on large sheets, the method of mounting and the inadequate storage conditions had caused many of the stamps to curl and show signs of foxing. (Ref. 1 gives details of that part of the collection we viewed).

During our 2009 visit Bernard and I had a meeting with the then Postmistress Beverley Francis. We had been concerned at the lack of detailed postal records at the Castle, and asked if there were any other records in the Post Office building. She smiled and replied 'Have you seen the cellar?', to which we responded in the negative.

Collecting a set of keys she took us out of the building and down a small flight of steps at the back of the Post Office. Opening the door, we faced a cellar full of all sorts of discarded equipment and material, including a vast quantity of paperwork and boxes. (Fig. 1)



Figure 1
The cellar in 2009, little changed by March 2013

Opening a couple of the boxes and flicking through some ledgers it was obvious this was a very important hoard of records, with some dating back to the 1860s. Beverley explained that her wish was to save the most important within the main building of the Post Office, and she was hoping some funds may become available, but unfortunately this did not happen. In the short time we had left on the island we could only view a very small percentage of the records but we were determined to return as soon as time and money allowed. (Ref. 2)

Back in the UK we set about planning this visit. We estimated that five or six weeks would be necessary to remove the unwanted equipment, and to sort all the box contents, ledgers and bundles of paperwork into two categories; that which was relevant and important to St Helena, and that which in our opinion could be discarded. As Bernard was then working full time, we decided upon early 2013 as most suitable, following his retirement. This would also give us time to save sufficient funds for a lengthy and expensive visit.

As this was going on, I was aware that funding could be made available for research projects into Commonwealth stamps and postal history through the Julian Chapman Memorial Scholarship. This is administered by the Royal Philatelic Society London (RPSL) although not directly funded by them.

Julian Chapman

Julian Ernest Chapman was born in England on 5 January 1952 and emigrated to Australia with his parents in the 1960s. He became a teacher and was later employed as a financial administrator in the Australian Federal Department of Agriculture. He died in September 1994, aged 42. His father died in 1992 and his mother in 1999. Julian was an only child and had never married.

Julian had several pastimes but his main interests centred on philately and coin collecting. His philatelic interests included British Africa and Gibraltar, the Faroe Islands, Iceland and Greenland, and the postal history of Lundy Island. He became a member of The Royal Philatelic Society London in 1975 and was elected a Fellow in 1987.

Julian expressed a wish to bequeath some money to the Royal and following his death provision was made in his mother's will for establishing a scholarship in memory of her son. Following Mrs Chapman's death the Royal received a bequest and a Memorial Scholarship was established. (Ref. 3)

Bernard and I discussed if 'our' project would be deemed suitable for this award. It is true that it fell outside the usual definition of 'research', but it was worth a try - after all, what could we lose? Initial approaches to Frank Walton FRPSL and Richard West FRPSL (Chairman of the Scholarship Committee) both encouraged us to apply - which we did in 2012 - and the rest (as they say) is history. I believe this was the first occasion that the Scholarship has been awarded to help *save* an archive, and Bernard and I are very grateful for the help this gave us to fulfil this ambitious project.

As news of our plans filtered through the St Helena philatelic grapevine, two fellow West Africa Study Circle (WASC) members decided they would like to join us for their first ever visit to the island. Wilf Vevers FRPSL of Somerset (UK) and Stefan Heijtz of Stockholm are two prominent postal historians of St Helena, and Bernard and I were delighted to have them join us.

Travel and Accommodation

The airport currently being built on St Helena is not scheduled to open until 2016, so until then the only mode of travel is by sea. The RMS *St Helena* - the last of the Royal Mail Ships still operating (the RMS *Queen Mary 2* does not provide a mail service in the true sense) - plies between Cape Town, St Helena and Ascension.

To maximise our time on the island we opted to travel via Ascension using the RAF flight from Brize Norton in Oxfordshire. After staying one night at the Obsidian Hotel in Georgetown we joined the RMS (as she is affectionately known) on Friday 8 March arriving Jamestown on 11 March 2013.

The four of us stayed for 36 nights in self catering accommodation at Princes Lodge at St Pauls, about three miles from Jamestown. This was an excellent choice, and can be well recommended. Although the owner Robin Castell spends his time between there and South Africa, we were very well looked after by Reg

Johnson, his caretaker-manager.

For our return we left St Helena aboard the RMS on Tuesday 16 April, and after a day on Ascension at a temperature of 40˚C. arrived Brize Norton on the morning of Saturday 20 April 2013.

The Project

We wrote to the Governor of St Helena, Mark Capes, during 2012 informing him of our 2009 discussion with Beverley Francis, and offering our help to sort the cellar records. Since then Beverley had moved position within the St Helena Government (SHG), and the position of Postmistress changed to Post and Customer Services Manager. This was to reflect the current situation of the post and other government services being under the one roof. Karen Yon, the present incumbent, would be off the island during our visit but the assistant postmistress Linda Cranfield would be available to assist.

Our team was delighted to learn that Edward Baldwin (another WASC member!) was assigned to lead the project on behalf of SHG. Edward had been instrumental in setting up the Museum of St Helena in 2002, he was an authority on the history of the island, and with his many contacts would be a real benefit to our work.

Although not a philatelist, Edward is in the coin auction business and so has a very sound knowledge of the collectables industry and market. Unfortunately Lucy Caesar, the Museum Director, was to be on an overseas course during our visit so Edward was appointed Acting Director.

Additionally, SHG funded the purchase of a significant stock of archival presentation and storage materials, and Gregory Cairns-Wicks provided a 20 foot refrigerated container (reefer) for our use. So our team, now five in number, was all set to don working clothes, grab a couple of hard hats, and get to work down the cellar. We decided to work to a slightly flexible pattern, 08:30 to around 17:00 each day Monday to Friday with usually a break for the weekend.

The Post Office Cellar

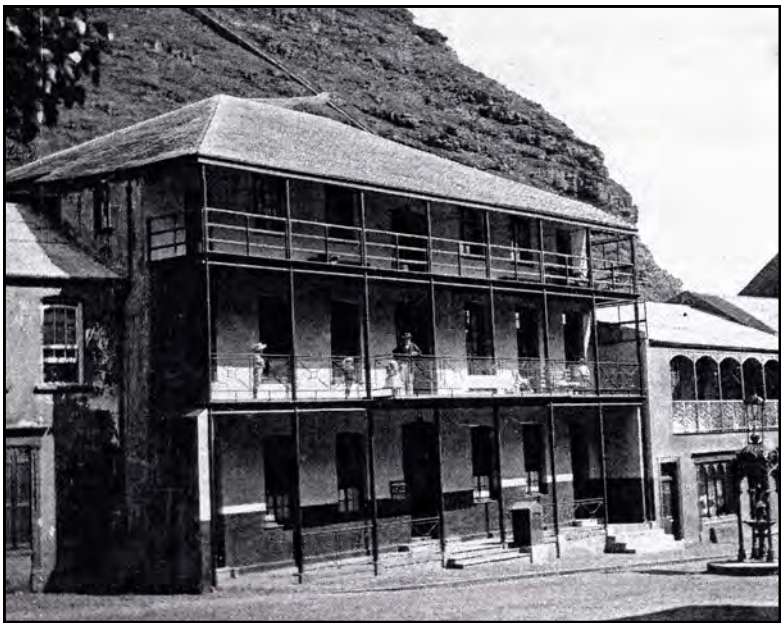


Figure 2 The Post Office c. 1918 with the Postmaster, Thomas Bruce, on the balcony with his children

The Post Office in Jamestown (Fig. 2) dates from the 1850s and was originally the Officers' Mess with the cellar being the wine store. Access to this is from the outside of the main building at the back, down a short flight of steps. The cellar roof is crossed by a number of old railway lines, with a particularly awkward pair situated above a step. Your reporter managed to hit his head on these with monotonous regularity until being forced to wear a hard hat by the other team members. I don't think this was for my welfare however, but to prevent blood dripping over the archives!

The cellar is divided into two main chambers, with another smaller one leading off the outermost chamber. The inner one is divided into ten or so open compartments, each in two tiers. The brickwork is painted white with the 'shelves' being of metal, possibly wrought iron. The cellar itself is of importance historically and architecturally.

Each compartment was filled with bundles of paperwork, files, ledgers and boxes, with the rest of all three chambers filled with more boxes, discarded furniture, old office and computer equipment, office materials and even a car tyre.

None of this was neatly stored, but virtually thrown together. (Fig. 3, taken part way through the clear-out - initially it was difficult to gain access!)



Figure 3

The outer chamber of the cellar, looking towards the inner one which housed most of the papers



Figure 4

Just some of the stuff from the cellar in the PO yard
The cellar is down the steps just visible at lower right;
the open door leads to the Mail Box room

The first task was to clear out much of this junk, which was to be deposited in the yard at the back of the post office. (Fig. 4)

Although of little monetary value it was apparent that the pile was gradually diminishing during our first week - the islanders (Saints) being very skilled at making full use of everything. Recycling at its best.

There were literally dozens of empty mailbags, and representative examples of these were saved. It took the five of us all of the first day to clear away the junk, and it was hard work in the hot, dusty and very dirty environment. All this took place amidst the bemused post office staff and the Saints checking their mail boxes in the nearby building.

We left some large items of furniture in the cellar to serve as benches as we next tackled the paperwork. As this had been stored in no particular order or fashion it was simply a matter of starting at one end and working along the compartments.

Anything that was considered as superfluous to the island's interest was put to one side. For example there were a number of philatelic magazines, circulars and other material from the UPU, local newspapers etc. that could be disposed of. Anything we were unsure of we would pass to Edward for his local knowledge to judge its importance.

Everything of possible interest, not only philatelic items but other classes e.g. staff records, savings bank details etc. were placed as they were unearthed into over a hundred cardboard boxes. These were then transferred to the reefer situated a short drive away near the museum. (Fig 5)

Many significant artefacts were also found scattered about, such as date stamps, letter boxes and grille cards.



Figure 5

The white reefer on the right with the museum building on left

Note the bottom of Jacob's Ladder visible immediately to its right

There were many signs of the presence of vermin. Although attack by paper mites, silver fish, cockroaches, mice and rats were all evident, the main problem had been caused by termites (white ants).

These had been accidentally introduced in 1840 when one of H.M. cruisers had arrived with a slave ship from Brazil and the timbers from the vessel were used on the island. (Ref. 4) In addition to timber they also destroy books, paper and clothes, and are still a problem to this day.

One particular chamber was so badly affected that virtually nothing from it could be saved. (Fig. 6) Some other papers were just salvageable. (Fig. 7)



Figure 6

White ant damage

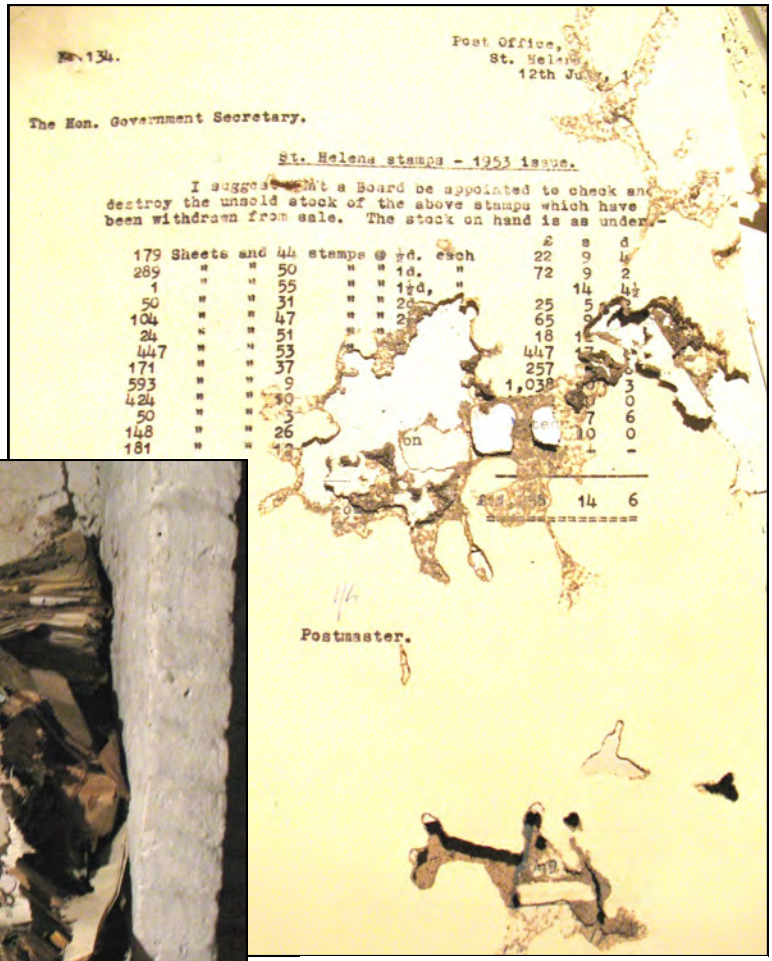


Figure 7 (above)

Typical attack by white ants.
The information here is still readable, but many other records have been lost



Clearing the cellar took our team the whole of the first week. Much of the hard dirty work was now behind us, and the first weekend was spent showing Wilf and Stefan some of the many delights St Helena offers the adventurous visitor. Meanwhile, in order to destroy all traces of vermin, it was necessary to cool the reefer to a temperature of –18˚C. or less for 48 hours. (Fig. 8)

A temperature of –19˚C. was actually achieved that weekend, and on Monday the doors could be opened and the temperature allowed to rise to ambient. (30˚C.)

Figure 8 (left)

Edward (left) and Stefan as the cooling is started

Sorting

We started sorting the boxes in the reefer at the start of the second week. Makeshift workbenches were assembled down the full length of the container, and as we worked our way through each box we sorted the various papers, letters and ledgers into separate piles depending on their subject matter. (Fig. 9) The freezing had worked, as no living organisms were found during the sorting.

Figure 9 (right)

Sorting the archive in the reefer.
Note the makeshift bench with pink stickers for each category - our 'office' for three weeks!





Figure 10 (left)

The Museum Office with the digital SLR camera mounted on a copying stand. All photographs were taken and saved at high resolution

Altogether we identified 32 categories, and we tried to keep the records for St Helena, Ascension and Tristan da Cunha separate. However, in many cases this was not possible as many ledgers and some letters or memoranda had entries for all three islands together; these would usually be filed under St Helena.

Anything of known or possible monetary value would be transferred at this point to the Museum for safe keeping. Although this sounds straightforward, it took a great deal of time as tens, or possibly hundreds, of thousands of pieces of paperwork had to be handled and hurriedly assessed.

As the container had little spare capacity, we found that only two, or occasionally three, persons could work efficiently there so we took sessions in turn. When not doing this sorting, the other team members, mainly Wilf and Stefan, would spend time in the Castle Archives as this was their first visit and both had research to do there.

Edward, with advice and help from the rest of us, would examine and classify the material that had been transferred to the museum. Much of this was sufficiently interesting to be photographed, which was done using the high quality copying facilities of the museum. (Fig. 10)

Meanwhile, your reporter took many thousands of photographs of the most interesting records in the container, using a small but effective digital camera. Because these were in no particular order, but done as the items turned up, there will be many hours work in sorting and classifying them.



Figure 11 The archive, now in 106 boxes

The sorted records in the container were transferred to archival boxes which had been provided by SHG. As each box was filled it was given a reference number; altogether 106 boxes were required. This sorting, classifying and repacking took most of our remaining time on the island, although during this period we also took part in other activities which are described later in this report.

When the packing was complete, the boxes were wrapped in pallet wrap (Fig. 11) and were refrozen to a temperature of minus 18˚C. to ensure the destruction of any further infestation. Table 1 (page 141) lists the topics that the archive was sorted into, and the corresponding boxes which now house them in the Museum.

Details of Records

This section gives more detailed information on some of the records, although it should be made clear that much work needs to be done, both with the thousands of images already taken, and those records not yet copied. For the latter it will of course be necessary to return to the island.

International Reply Coupons

We discovered a very large number of International Reply Coupons in the cellar, possibly one of the largest accumulations ever to be found in one place.

Figure 12 illustrates a few of the different types., and Appendix 2 (to be published in a future *Cameo*) gives details of the estimated 26,000 examples we found.



Figure 12 A few of the different types of International Reply Coupon

They were of three types; International Reply Coupons (IRC), Imperial Reply Coupons (IMRC) and Commonwealth Reply Coupons (CRC), and received at both Ascension and St Helena having originated from all over the world. Some were without arrival postmarks. They are now sorted and stored in small boxes which are gathered together in Box 93. There are also records relating to the ordering and sale of the coupons, and other related paperwork, in the same box.

Stamp Proofs, Running Proofs and Bromides etc.

There were quite a number of mailed packages in the cellar from various security printers, containing material connected with the printing of stamp issues of the 1985 - 1998 period. These had been dumped in the cellar with little concern for their rarity or potential value, and we ensured they are now in the custody of the museum.

Included in the envelopes were proofs, running proofs, bromides, and in a few cases chromalins and artwork or photographs for designs. Appendix 4 lists those found, all of which have been photographed. Fig. 13 illustrates artwork for the 1990 Maiden Voyage of RMS *St Helena II*.



Figure 13 Artwork for 1990 Maiden Voyage of RMS *St Helena II*

In the second part of this report I will give details and illustrate more of the records and artefacts which were rescued from the cellar. This will probably be in the next edition of Cameo*, January 2015 - Barry*

References

1 Burns B., "Stamp Collection at the Castle Archives", *Cameo,* Volume 8 pp230-240, WASC October 2004
2 Burns B., "2009 South Atlantic Visit, Part 2 - St Helena", *Cameo*, Volume 11 pp208-213, WASC October 2009
3 www.rpsl.org.uk/society_scholarships.asp
4 Gosse Philip, *St Helena 1502 - 1938*, pp312-313, Cassell and Co. Ltd., London 1938

Category	Box Numbers
Advertising Material - Your Stamps in the Press	95
Ascension Island Accounts 1923-1962 Catalogued	66
Ascension Island Accounts 1963-1972 Catalogued	33
Ascension Island Accounts 1973-1984 Catalogued	64
Ascension Island Accounts 1985-2001 Catalogued	63
Ascension Post Office Accounts	39
Cape Town Mail Bag Labels	15
Cash & Minute Books	9, 10
International Reply Coupons Catalogued	93
Large Documents, Miscellaneous including Parcel Forms	46
Letter & Parcel Bills	55, 56, 61, 62
Mail Bag Labels, UK County Labels	32, 84
Mail Records, Incoming & Outgoing	16, 71
Miscellaneous Papers to be Sorted	80
Miscellaneous Postal Receipt Books (Box 74 on two spikes)	18, 24, 29, 35, 57, 58, 59, 60, 74
Money/Postal Orders including Ledgers	4, 5, 6, 13, 41, 44, 83
Philatelic Bureau, Ascension/Tristan/St Helena Daily Sales	11
Post Office Administration	8, 19, 22, 26, 30, 34, 37, 40, 42, 43, 47, 50, 51-53, 85, 86
Post Office Administration & Phone Cards	54
Post Office Papers including Stamps & Mails	82
Postmarks & Postal Rates	67
Registration Labels, Full Rolls	28
Savings Bank	2, 3, 49
St Helena Stamp Issues Catalogued	87, 88, 89, 90, 91, 92
Stamp Issues, Ascension & Tristan	31
Stamp Stock Movements & On Hand	20, 23, 27, 72, 73
Stamp Stocks & Sales Ledgers	14, 81
Stamp Stocks & Sales, including Invalidation & Exchanges	12, 36
Stamps, Miscellaneous	25, 38, 45, 68, 69, 70
UPU Papers	65
UPU Stamps	75, 76, 77, 78, 79
Water/Electricity Ledgers	7
Govt. Gazettes, Public Notices. economic reviews etc.	Miscellaneous numbers, details at Jamestown Museum

Table 1 Categories and Box Numbers of the Main Archive

For the Want of a Year! A 1963 Nigeria - Cameroon FDC
with a Trio of Botched Postmarks

Bob Maddocks

Shown here (Figures 1/1A) is a Nigerian FDC of 1 October 1963 to mark Nigeria's becoming a republic. It bears the set of three values issued to commemorate the event; each featuring the first President, Dr. N. Azikwe above a different State Building. The cover was mailed at Lagos that same day by air to Bamenda in the neighbouring Federal Republic of Cameroon.

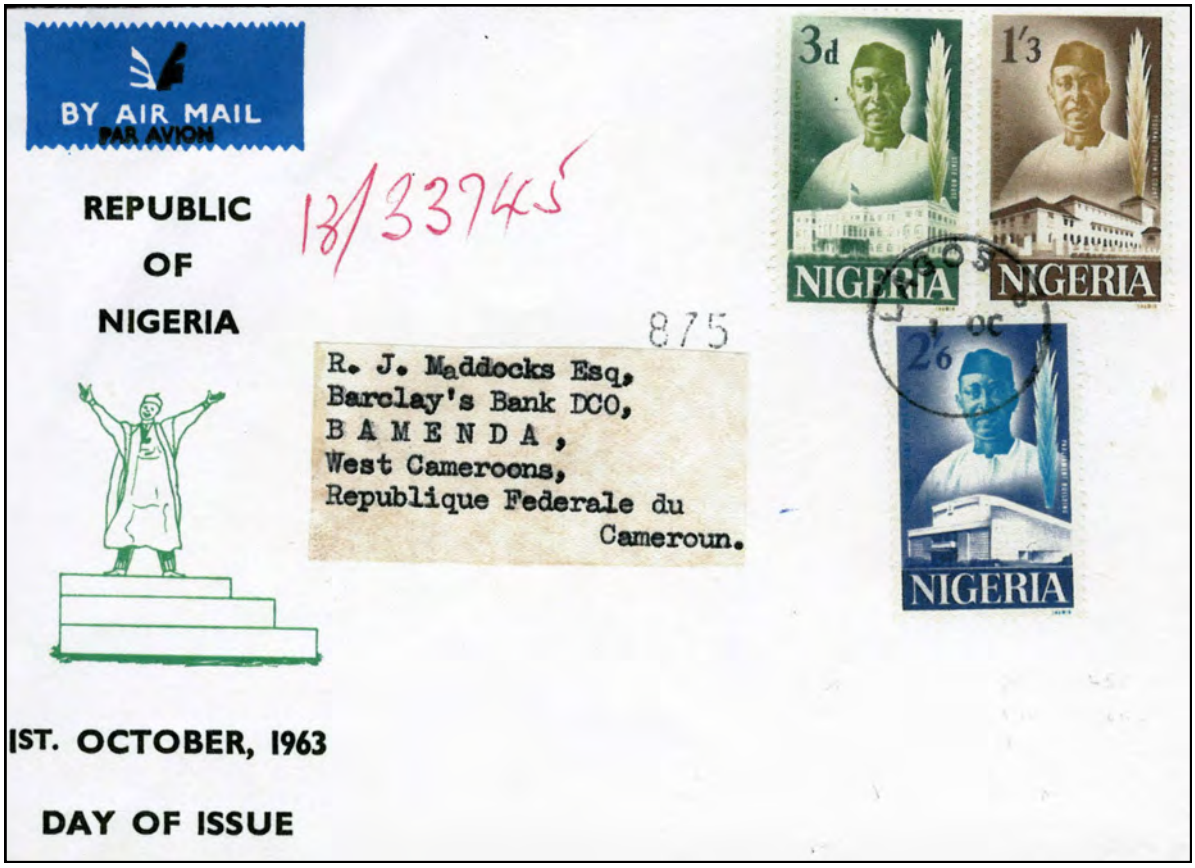


Figure 1 (above)

FDC Nigeria Republic Day
1 OC (1963)
Lagos to Bamenda

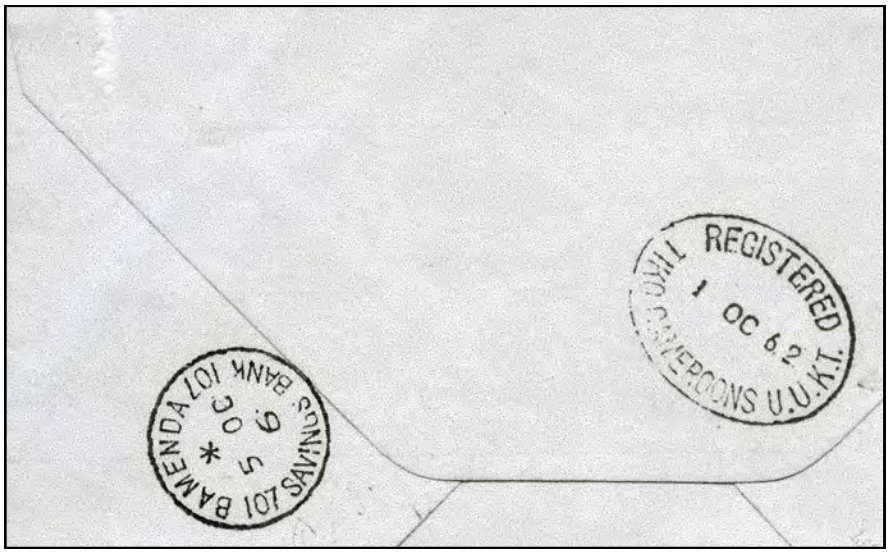


Figure 1A (right)

Reverse, backstamped
Tiko 1 OC 62 and
Bamenda 5 OC 6

The principal interest, however, lies in the three different postmarks the cover received in the course of delivery, one at Lagos, Nigeria and two at Tiko and Bamenda respectively in West Cameroon. In all three, most rarely, the postal gremlins in both countries have seemingly conspired to obscure the year of posting.

This can only be determined from the date of the inauguration of the Republic as printed on the special FDC itself and not from any of the date stamps thereon of either of the countries concerned. Thus:-

1 At Lagos, the point of posting, the stamps were cancelled by a small circular date stamp LAGOS/1 OC without the year being included.

2 In transit, remarkably quickly, the air mail cover arrived the same day in Tiko, West Cameroons. There it was backstamped with a British-type registered oval date stamp, REGISTERED/TIKO CAMEROONS U.U.K.T./1 OC 62. No, as anon, this was not a backdating but the date was obviously incorrect and the handstamp itself obsolete.

3 On arrival at its destination, Bamenda, the cover was received backstamped by a circular service handstamp BAMENDA/107 SAVINGS BANK 107/5 OC/6 missing the '3' year digit. Again, this handstamp was also obsolete.

Obviously Lagos postal staff responsible for the daily set-up of their counter date stamps on 1 October 1963 were quite negligent in missing out the year slugs. However, the same cannot be said of their counterparts at either of the two West Cameroon Post Offices, which subsequently in turn came to process the cover. There were quite different circumstances not of their direct making.

The West Cameroon post and telegraphs service on that territory's leaving the Nigerian Federation to join the Cameroun Republic on 1 October 1961, initially remained autonomous; it did not automatically become accountable to the newly established Federal Posts and Telegraphs Ministry in Yaounde.

For the next six months it remained the direct responsibility of the local government of the Anglophone State of West Cameroon, which retained all revenue. It continued to use Nigerian currency, the Nigerian postal tariff with imperial weights and measures, and not least the counter date stamps of British format.

The Federal Government only began its take-over when the CFA franc replaced sterling in April 1962 and subsequently issued CFA franc postage stamps. But the Nigerian postal tariffs, though converted at the official exchange rate, remained unchanged and unconnected with those in East Cameroun which were based on the metric system. New 'Cameroun' domiciled postal date stamps were however introduced at West Cameroun post offices but these did not include specific service stamps such as those used for registration purposes.

However, the former British-type date stamps were not immediately withdrawn and the oval registered stamps in particular were to remain in use in the perceived vacuum. Postal staff were not aware, likely not even informed, that the British practice of using a special registered date stamp was not mirrored in the incoming Francophone one - or indeed the use of crossed lines in blue crayon, as drawn on the cover to highlight a registration service.

Thus old habits died hard and Anglophone postal staff in West Cameroon soldiered on with the 'ovals' which had, however, not been withdrawn from their counters after federalisation of the postal service in April/May 1962 as a Francophone entity.

Problems arose come 1963 when no new year slugs were available for these now obsolete date stamps. Staff at the six main post offices resorted to improvisation in making up for the lack of these slugs. Consequently the following concoctions are to be found particularly on registered postmarks during 1963:

(i) '62' year slugs remain in place unchanged
(ii) the missing year inserted by hand
(iii) the year is omitted entirely
(iv) the last digit of the year omitted

Indeed, a confusing web not easy to untangle by those without contemporary local knowledge.

Togoland and Cameroons: Remembrances of WWI a Century Ago

Bob Maddocks

Whilst here in Western Europe the centenary of the outbreak of WWI is being observed, it should not be forgotten that two West African countries, Cameroons and Togo, were involuntary drawn into the conflict because of their erstwhile colonial ties.

Togoland was attacked by British and French Forces from their respective neighbouring colonies of the Gold Coast and Dahomey. Its capital, Lome, was occupied on 7 August 1914. The Germans surrendered their colony on 26 August 1914.

Of particular interest here is Regimental Sergeant Major Alhaji Grunski DCM, MM of the Gold Coast Regiment (Fig. 1).



As related by Major-General F.J. Moberly in *Military Operations - Togoland and the Cameroons* (HMSO, London 1931) this African soldier fired the first shot in the Togoland Campaign. It was on 12 August 1914, near Togblekove. Apparently this was the first rifle shot fired by any soldier of the British Army in WWI.

Duala, Cameroons, was captured from the Germans following a seaborne invasion by an Anglo-French Expeditionary Force on 27 September 1914. The whole of Kamerun was occupied by the Allies by 18 February 1916.

Figure 1 (right)

Regimental Sergeant Major Alhaji Grunski





Figures 2 and 3 (above)

Cameroon Stamps for Philatecam 1971 showing the French memorial (left) and the British memorial (right)
Note - these stamps are illustrated in colour on the front cover

Two memorials to Allied Servicemen, who died in the Campaign, were subsequently erected in Duala by the British and French respectively. Both, about half a century later, came to be featured in a set of postage stamps (Figures 2 and 3) issued by the then Federal Republic of Cameroon to mark the occasion of holding Philatecam in 1971.





Figure 4 (above)

The British memorial overlooking the R. Wouri

Figure 5 (left)

The French Memorial, still standing in 2000

The British memorial (Fig. 4), sited on the promenade overlooking the Wouri River, fell victim to urban redevelopment in that same decade.

The French memorial was still in situ, in a small square garden in the centre of the older part of Duala, when I took this photograph in 2000 (Fig. 5).

World War II APO Air Mail Covers

Ken Lawrence

Rob and I received this item as a Letter to the Editor, but is included here as it is too detailed and long for that section - Barry

Dear Barry and Rob,

Recently on eBay I have seen several World War II APO air mail covers described as ‘mixed franking’ because they included not only correct US air mail postage (surface letters were free), but also foreign stamps. They were nothing of the sort. In reality they were flagrant violations of the rules that got past derelict or dimwitted military censors.

In the list of prohibited subjects, number one on the leaflet distributed to every soldier was, 'Don't write military information of Army units - their location, strength, matériel, or equipment.' Number nine was, 'Don't attempt to formulate or use a code system, cipher, or shorthand, or any other means to conceal the true meaning of your letter. Violations of this regulation will result in severe punishment.

Number ten was, 'Don't give your location in any way except as authorized by proper authority. Be sure nothing you write about discloses a more specific location than the one authorized.' Also forbidden were enclosures that might disclose or suggest forbidden information.

The leaflet ended, '**Warning** Written communications may be sent only though the facilities of the Army Postal Service. Any attempt to avoid this restriction by mailing letters in civilian postal systems or by having travelers transport communications will result in severe disciplinary action against both the sender and the intermediary.' The US Navy had equivalent strict rules.

These thoughts brought to mind an article by Marc Parren in the June 2007 *Cameo*, "Did APO 664 in Pointe Noire in 1942 serve US Troops and flights on the Congo Route?" To support his conjecture that the answer was No, Parren illustrated an 8 November 1942 air mail cover from US Army Captain George R. Pinkley, showing his APO 606 (Accra, Gold Coast) return address, mailed through the civilian post office at Pointe Noire to his wife at their home in San Antonio, Texas.

Parren commented "It appears APO 664 never became operational [at Pointe Noire, French Congo], with a documentary error seeming to have carried forward to this very day, so Captain Pinkley had to resort to the civil postal system and provide as contact address APO 606 instead."

Parren had leapt to a wrong conclusion. I should have sent a correction at the time; the use of a civilian post office and French colonial postage was more flagrant and risky a violation than my recent eBay sightings, because those should have been caught by Army censors but were passed in error, whereas Pinkley had escaped military censorship entirely, and had disclosed the location of US forces in Africa, even though as an officer he could have censored his own letter at the unit level.

US Army post offices were established, and their postal clerks sworn and supplied, before their units were deployed overseas. When units were shipped to locations that already had post offices, or transferred from one APO location to another, they were assigned temporary APO addresses to use in transit, which allowed the locators at postal concentration centers, base post offices, and embarkation Army post offices to route their mail properly. APO 664, with its postal concentration centre at Miami, was established 13 July 1942 before being deployed to Africa.



Figure 1

1942 air mail cover from APO 665 Miami at Elizabethville, Belgian Congo, to Pennsylvania

To support his deduction, Parren relied on passages in Richard W. Helbock's 2006 book *Passed by Army Censor: a Catalogue of U.S. Army Censor Markings Used on Mail from American Soldiers and Civilians*

Assigned Overseas, 1941-42. "APO 664 is stated to have been operational from 15th September 1942 until December of that year before being moved to Accra, while APO 665 operated from 9th October 1942 until January 1943 (Ref. 4 [the APO locator reference]). However, Helbock (Ref. 5) states that no examples of mail from either of them have been recorded so far."

That was a misuse of the book. Absence of evidence is not evidence of absence, in the aphorism popularised by astronomer Martin Rees in the 1970s. The late Bill Helbock invited readers to submit additional information, and published serial updates to his book, in his postal history journal *La Posta*. I cannot report an example of APO 664 before it was moved to Accra, but here is an example of a 23 October 1942 air mail cover posted from APO 665 Miami at Elizabethville, Belgian Congo, to Allentown, Pennsylvania (Fig. 1).

The earliest use Helbock had recorded for APO 663 at Léopoldville was 10 October 1942. Figure 2 illustrates one posted 14 September. (Although it was franked FREE for surface transport, the only transport from Léopoldville to Miami was by air; once there, it went onward as a surface letter to Paterson, New Jersey.)

Helbock explained why it is so difficult to collect mail from those APOs: "On December 31 1942, there were 1,300 air and ground troops in Liberia; 2,350 in the Gold Coast; 1,320 in Belgian Congo and French Equatorial Africa; and 280 in Kenya. As such, the total U.S. Army contingent was only 5,250 men - largely African American soldiers, and they were concentrated in a few locations spread across the vast heart of central Africa."

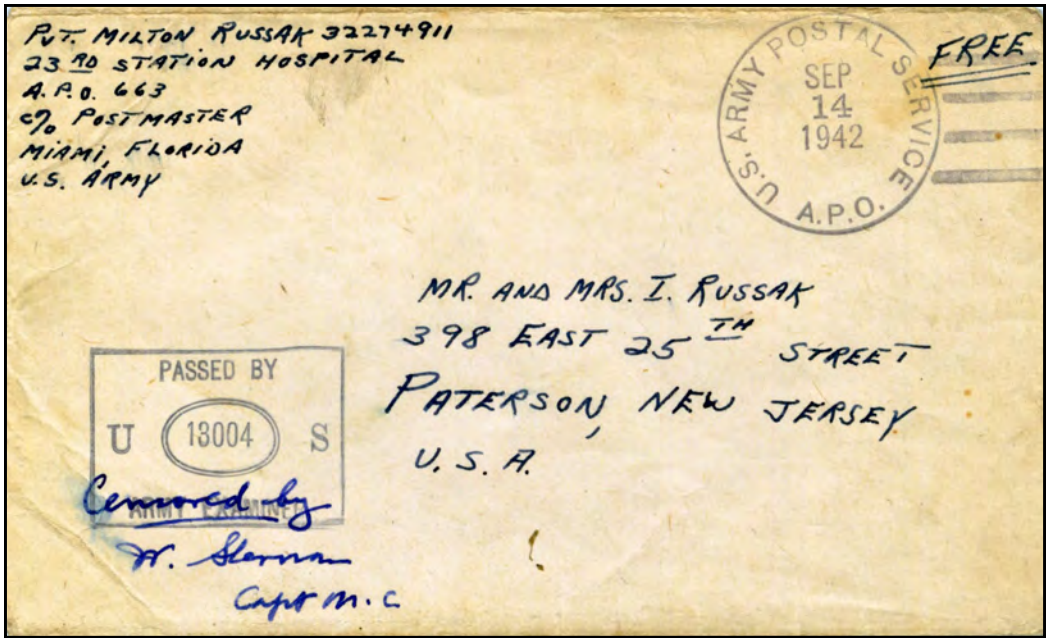


Figure 2

1942 cover from APO 663 at Léopoldville to New Jersey

Both covers slightly reduced in size

Nevertheless, the sender of Parren's cover must have been a fascinating man. Here is an excerpt from his obituary in the 29 September 2006 *San Antonio Express-News*: "George R. Pinkley died on September 24, 2006, at the age of 101. He was born in St Louis, Missouri, on April 12, 1905, to Roy Henry Pinkley and Sophie Waring Pinkley. He spent much of his childhood in Milwaukee, Wisconsin. After graduating from high school there he entered the University of Missouri and earned a BA in Geology in 1926. During the ensuing years, George was involved in many different aspects of the petroleum industry, surface mapping, magnetometer surveys, subsurface interpretations, prospect generation and marketing, well supervision and well site geography, title work, and drilling operations. George worked in a variety of places including Texas, New Mexico, Oklahoma, Colorado, Georgia, Cuba, and Venezuela. George closed his office and retired in 2000. In 1938 while working in South Texas, he met and married Harriet Sanders. George and Helen were married for 49 years until she passed away in 1987. During World War II, George was called to active duty as a First Lieutenant in the Chemical Corps. He was involved mostly with the training of troops in various chemical operations. He was assigned to clean up post camps and stations across Africa. After the war, George remained in the Army Reserve until 1965, when he retired with the rank of Lieutenant Colonel."

I can only speculate as to why such a distinguished officer would have put his military career at risk by posting his letter through the civil post office at Pointe Noire. My best guess is that he had written a disparaging account of his local Army hosts, and did not want to chance having his letter examined by a local or base censor, but maybe he was declaring his passionate yearning for his mate in prose that would have caused the wrong reader to blush. Regardless, it's a splendid piece of wartime postal history.

Ken Lawrence
Spring Mills, Pennsylvania, USA

St Helena 1923 Halfpenny Badge - A Rogue Block?

Bill Thorpe

There it was on EBay, a reasonably priced block (Figure 1) which said 'buy me'. The scan was good enough to identify one minor flaw, so I did and it arrived a couple of days later. There it was, nice cancels, probably cancelled to order, no gum and the perforations showing it to be a complete block and from the December1922 printing as there was no reason to doubt the cancellations.

On closer examination it was what I didn't find that was interesting. The top left stamp is from Position 7, the flaw in the mainmast shrouds being clear, but the secondary flaw in the top right corner of the vignette was no more than a small break in lines 1 and 2 of the lines of shading. The remaining positions were 8, 19 and 20, but not a single flaw was to be found on any of them.

The most surprising omission was that of the main flaw at Position 20 (Fig. 4). This started with the 1d in the May 1922 printing, and up to now has been regarded as constant in all printings, together with the secondary flaw that started at the same time.



Figure 1

Block of ½d value, apparently December 1922 printing

The 'normal' Position 7 main flaw (Fig. 2), is a straight flaw going through the shrouds. The flaw on the block (Fig. 3), is shaped like a 'teardrop', and is unlike any of the many I have recorded.

There would seem to be no logical explanation for the absence of the flaws. All the values in the printing of 22 December 1922 have the flaw, as do all the other three values in the 30 December 1922 printing. A possible explanation is that these omissions occurred at the beginning of the printing, and then appeared as the printing progressed. None of these flaws were ever repaired. so if anyone can shed any light on this mystery then the information would be gratefully received.

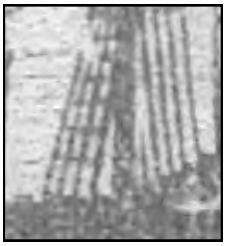


Figure 2

Position 7
Shrouds Flaw



Figure 3

Position 7
Shrouds Flaw Note 'Teardrop' shape of flaw



Figure 4

Position 20
Main Flaw

The Printings of the St Helena 1922 3d Badge Issue

Bill Thorpe

The first printing of the 3d was of 1,862 sheets on 22 December 1922. There was then another printing on 30 December 1922 of only 127 sheets. The only logical reason for this relatively small printing was that it brought the numbers up to roughly the same as the other values printed on 22 December. After this printing there was a small and unrecorded printing of the 4d - no reason has ever been given for this and numbers are unknown.

It is known that several of the flaws that started in the 22 December printing were repaired in these printings, most noticeably the 'Cloud over the Rock' flaw at Position 29. Also, the Secondary Flaw at Position 27 only appears in the 30 December printing, so if found, it must come from the small 3d printing.

It was only after Keith Douett pointed out that there may have been a change in the plate plugs, that consideration was given to this point. After a little while I was able to establish that the plate plugs did indeed differ, and other interesting facts emerged. The following scans show the plugs from the bottom of the sheet.



Position 50
22 December 1922



Position 50
30 December 1922



Position 59
22 December 1922



Position 59
30 December 1922

As luck would have it, I found top left blocks which showed the difference in the plugs at Position 2. But there was an added bonus. The break in the mainmast at Position 13 in the 22 December printing projects slightly to the right of the mast, and goes into the shrouds to the left. However, in the 30 December printing, the break is limited to the width of the mast.

The plug at Position 2 varies slightly in position and colour, but there are differences in the flaws that appear in the plugs.



Position 2
22 December 1922



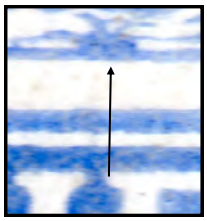
Position 2
30 December 1922



Position 13
22 December 1922



Position 13
30 December 1922



The last 'extra' was a new Transient Flaw at Position 13. This was a blue 'blob' on the bottom vignette frame line above the HE of HELENA. This has not been found in the later printing yet.

Cameroun Aerogrammes - The 'Apsley' Air Letter

Bob Maddocks

As mentioned by Rob May in his article *Use of Aerogrammes in Cameroun* (Ref. 1), the Federal Republic of Cameroun introduced in the mid-1960s that country's first external (together with an internal) aerogramme. This bore an imprinted 18F stamp of the 1 October 1962 Cameroons Reunification commemorative issue.

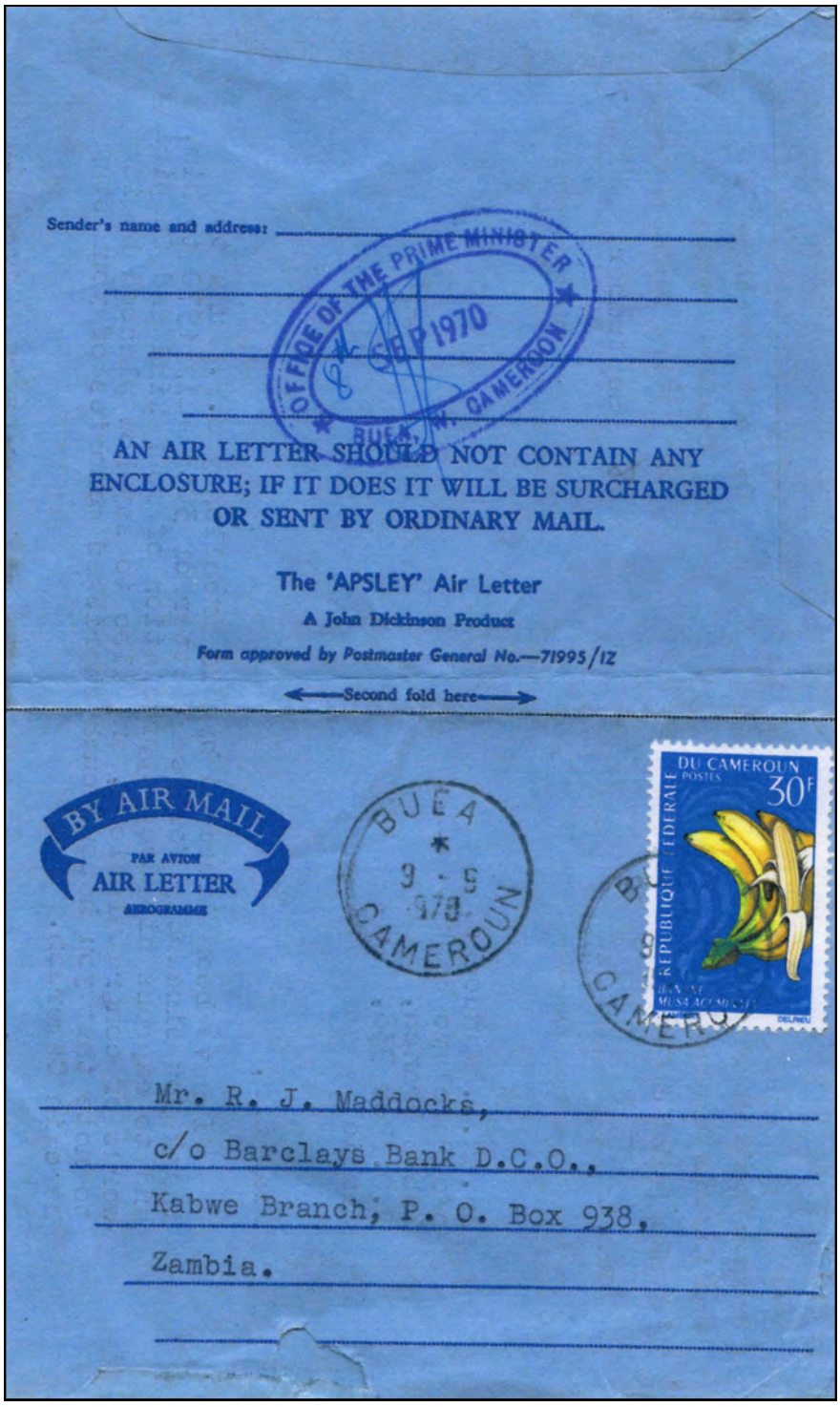


Figure 1 The 'Apsley' Airletter

One would have thought that this meant the demise in West Cameroon of the previously used familiar blue British-type formula aerogramme when the postal service was managed by the Nigerian Posts and Telegraphs Department.

However, several years later, in September 1970, it was surprisingly still in official use by no less than the Anglo-phone West Cameroon Government at Buea.

In fact by none other than the Office of the then Prime Minister Mr. Salomon Tandeng Muna (formerly Federal Minister of Posts and Telecommunications in Yaounde) as here seen by this aerogramme addressed to the writer from Buea on 8 September 1970.(Fig. 1)

The aerogramme was printed in England without any stamp imprint, being described thereon as "The 'Apsley' Airletter - A John Dickinson Product". On the message side (Fig. 2) the letter-head, giving details of the sender, viz Office of the Prime Minister, was printed in both French and English respectively on either side of the Federal Republic's coat of arms. Whether this was provided for in the Government's original requisition to the overseas supplier of the air letter or later added locally at, say, the Government Press at Buea is not known though I would guess the latter on old stock to hand.

Does any reader know how the 'Apsley' air letter came to be so described if other than just a stock reference by the stationers, John Dickinson? It is to be noted in this formula the sender's name and address space is provided for above that of the addressee contrary to normal practice, highlighted by the second fold instruction.

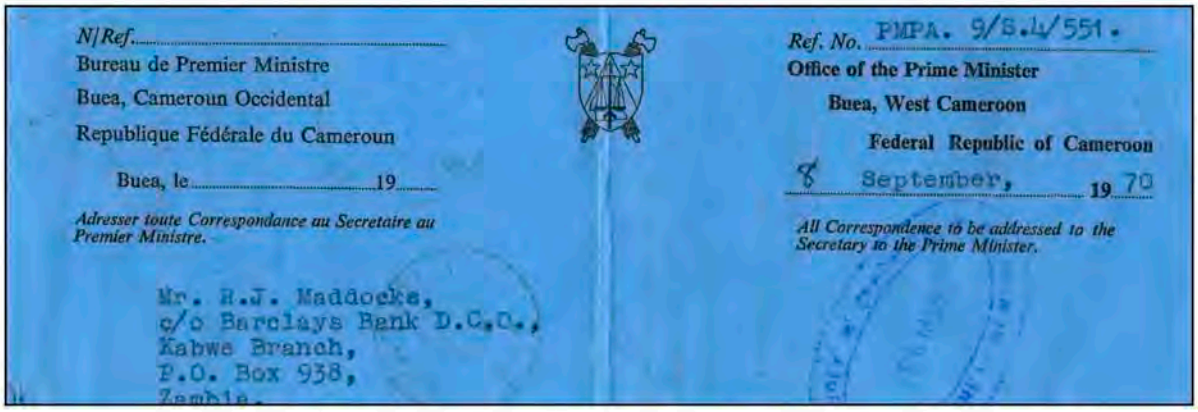
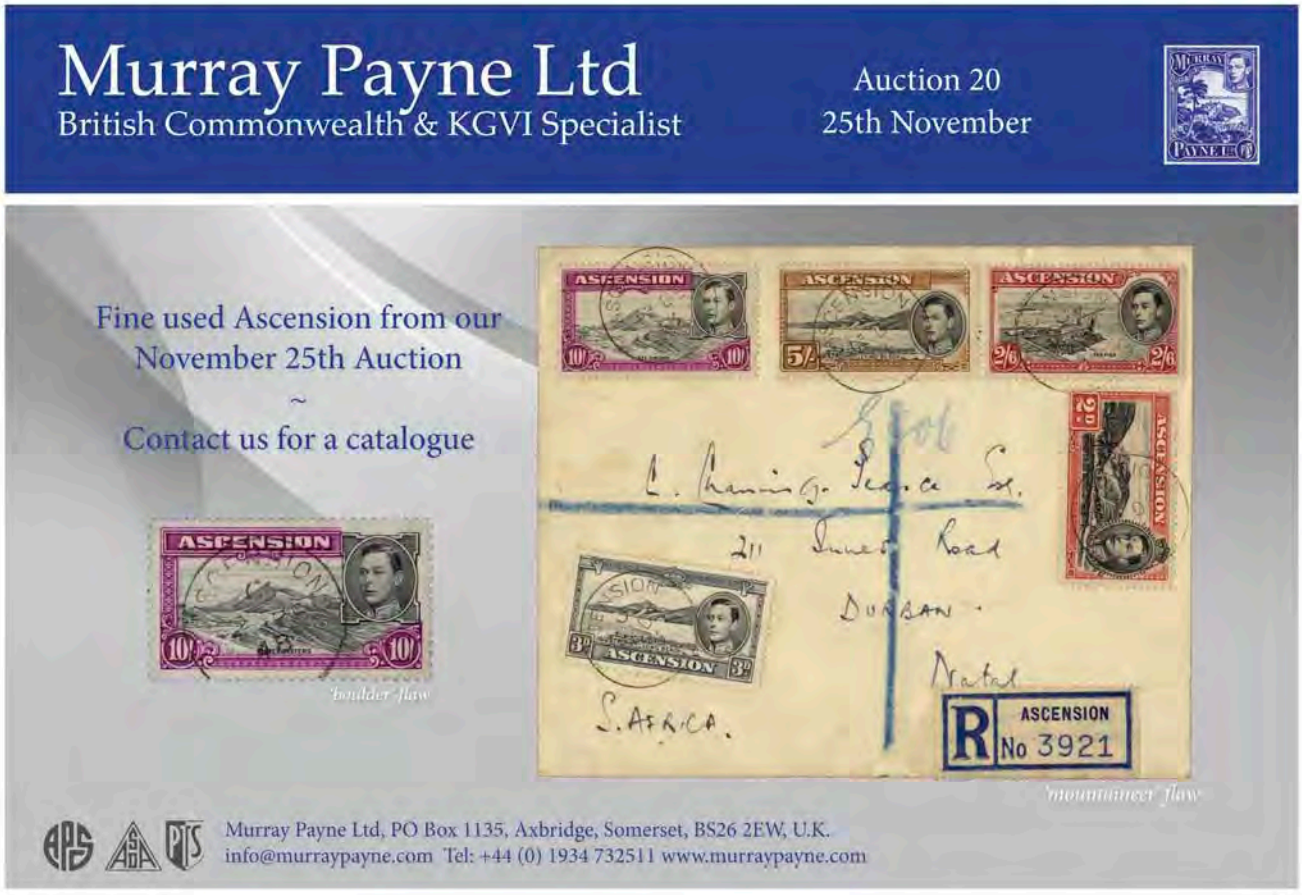


Figure 2 The 'Apsley' Airletter, Message side (*illustrated at c. 80%*)

Reference

1 May R., "Use of Aerogrammes in Cameroun", *Cameo* 87, pp144-151, WASC October 2012



Polish Maritime Mail Censored in Nigeria in 1942

Richard Beith

It would appear that this cover (Figures 1 and 2) contained a letter written by one W.S. Carter, an Assistant District Officer, working for the Colonial Service in Nigeria. The cover is addressed to his wife or mother (?) in London and redirected to Bournemouth. The front of the cover bears five uncancelled examples of the first series of stamps issued by the Polish Government-in-Exile in London, printed by Bradbury Wilkinson, and first issued on 15 December 1941.

The reverse bears three more stamps, but these have been cancelled with one of the rectangular handstamps issued to the Postal Agency operating on board ships of the Polish merchant navy serving with the Allies.



Figures 1 and 2

Front and reverse of cover bearing first series of stamps issued by the Polish Government-in-Exile in London

These stamps could only be used when a Polish merchant ship was in international waters; ships of the Polish Navy could also use them in port. The stamps were not to be used by Polish land forces in mainland United Kingdom or elsewhere, but philatelic by-favour uses are relatively plentiful using the Field Post handstamps of the 1st Polish Corps in the UK.

The handstamp is dated 23 II (February) 1942 and bears the Agency No. '03' after the date, identifying the vessel as the MS *Batory*. The *Batory*, 14,287 gross tons, was built in Italy in 1935 and destined for the North Atlantic, sailing Gdynia - Copenhagen - New York for the Gdynia-America line. Between 1939 and 1946 she was an Allied troopship and then resumed Gdynia - New York sailings after refitting.

In January 1942 she participated in operation 'Carnival', a convoy of two ships with her sister liner *Sobieski*. Leaving the Clyde on 29 January 1942, they reached Gibraltar on 4 February and Lagos on 26 February, returning to the Clyde on 14 March as part of convoy MKF10A from Algiers.

The cover has been censored in Nigeria after the Polish stamps had been cancelled. The censor seal is Little type III used between August 1941 and August 1944. The censor seal has been tied by the handstamp Little type II H, used by Censor 12, for a brief period in Spring 1942.

How can the cover be explained? Perhaps Mr. Carter was on his way to take up post in Nigeria, sailing on the *Batory*. Although the basic letter rate was 55 groszy up to 20g (5½ old pence), extra stamps, in excess of the actual postage, could be added if requested and paid for. The face value of the stamps on this cover totalled Złoty 5.35, equivalent to 53½ old pence at the time.

Their use would certainly make a talking point on delivery. Incidentally, the only stamp from that first London issue not used on this cover was the regular Gr 55 value!

Readers' comments warmly welcomed.

Sources

George K Kay and Ron Negus, *Polish Exile Mail in Great Britain, 1939-1949* , J Barefoot Ltd, York 1997
John Little, *British Empire Civil Censorship Devices World War II: Colonies and Occupied Territories in Africa,* The Civil Censorship Study Group, 2000
Malcolm K Stockhill, *The Gdynia America Shipping Line - A pictorial and Philatelic History,* privately published, Bridlington no date
MS *Pilsudski* and MS *Batory*, www.derbysulzers.com/shipbatory.html [downloaded 3 July 2014]

'Expeditionary Force, Duala'

A Very Rare Postmark from the Cameroons Campaign of WWI

Bob Maddocks

Shown overleaf (Fig. 1) is a stampless 'On Active Service' cover mailed from Duala in occupied Kamerun to Dumbartonshire, Great Britain. It bears a very rare impression of the only military postal date stamp used by the British contingent of the C.E.F. at their Field Post Office in Duala during the Cameroons Campaign in WWI. It reads EXPEDITIONARY FORCE / DUALA / DE 19 14.

The sender, as named alongside, was Captain Fuller, Kamerun. His initials 'C.J.' with rank 'S.N.O.' (Senior Naval Officer), and date19.XII.14 are also written in the top left hand corner under 'On Active Service / No Stamps'.

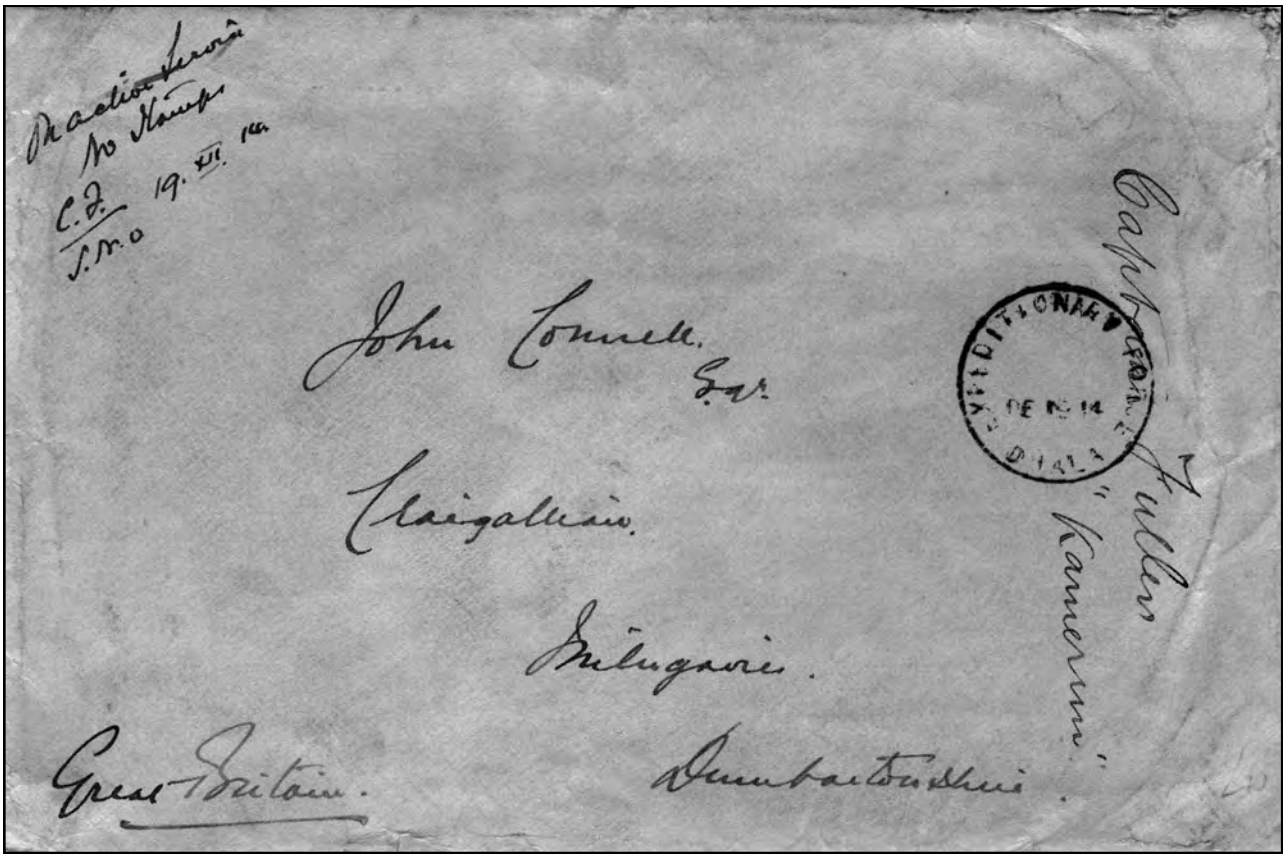


Figure 1 Expeditionary Force, Duala Postmark

This date stamp saw postal use for a few days only in mid-December 1914, being preceded and followed by the captured German Kamerun cancellers used according to changes in the military/civil administration of Duala. Thereafter I have only seen it as a by favour strike (x4) dated 23 AU 15, but in a different arrangement of that date, on a plain unaddressed envelope.

According to *A Priced Check List of British Army and Field Post Offices 1914 - 1919*, edited by Charles Entwistle (1997) this postmark is the joint scarcest of the entire WWI and the highest valued accordingly.

Captain Cyril T.M. Fuller RN, was Commander of the cruiser HMS *Cumberland*, the first British warship to reconnoitre the Kamerun coastline following the outbreak of war in Europe. As Senior Naval Officer he established a base at Suelaba Point for the naval blockade and subsequent attack and capture of Duala, which was led by HMS *Challenger* of shallower draught.

It was to this vessel that Captain Fuller transferred his flag on 5 December 1914 when *Cumberland* was recalled by the Admiralty for duty elsewhere. Capt. Fuller's services were so valued by General Dobell, the Allied Military Commander, Duala, that he remained as the Senior Naval Officer in the Cameroons until 2 June 1915.

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The Voyage of the SS *Teneriffe*
A Nineteenth Century Magical Mystery Tour

Gary Wayne Loew

This article is scheduled for publication in the January-February 2015 issue of the Collectors Club Philatelist*. I thank Gary and the Editor of that journal for allowing the Circle to reproduce this very interesting account here - Barry*

On 10 December 1892, the SS *Teneriffe* weighed anchor at Liverpool and set sail for West Africa. During her voyage, she reportedly stopped at 23 ports on the southbound journey and visited 13 ports on the return trip. Nearly three months later *Teneriffe* returned to Liverpool bearing, among other items, two nearly identical postal cards that were picked up during her return stop at Bathurst, Gambia.

The story of her voyage, and the information contained on those two cards, provide some interesting insight into West African commerce during the late nineteenth century - and provide a tale of some mysteries for postal historians.

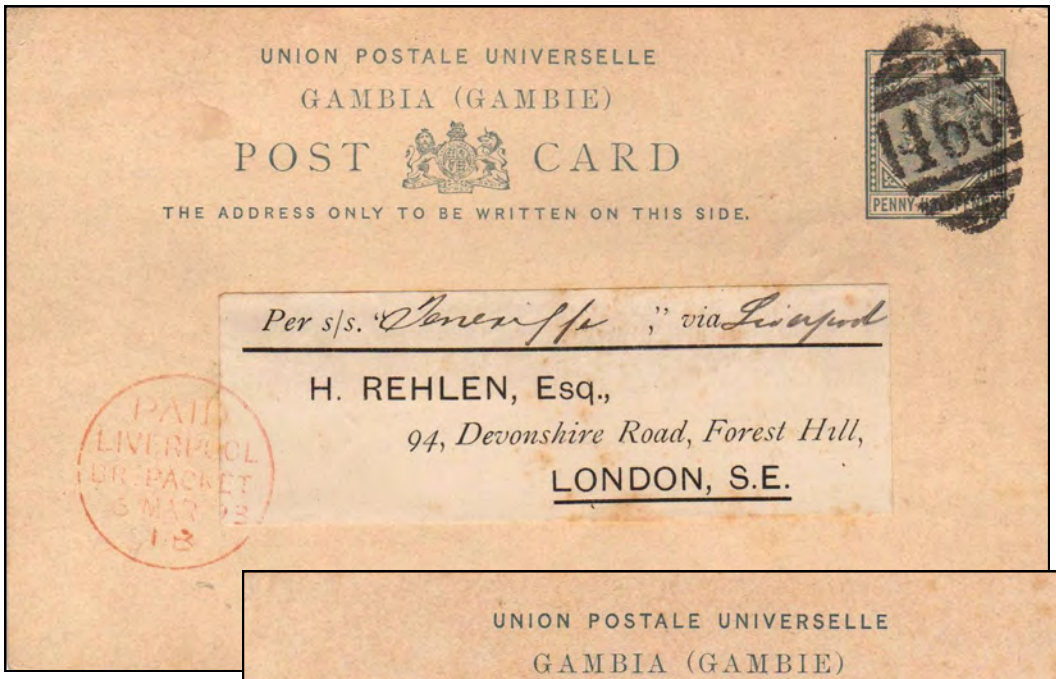


Figure 1 (top)

Card 1
Gambia 1½d card



Figure 2 (right)

Card 2
Gambia 1½d card
surcharged 1d

The postal cards, seen in Figures 1 and 2, each were addressed using identical preprinted labels. These might be considered 'form' labels in that they were preaddressed to a H. Rehlen in London, but there was space to manually specify both the ship and route for a letter or postal card to take. Who was H. Rehlen, what purpose did these form labels serve? And what is the explanation for the messages on the reverse? Since these cards were picked up by *Teneriffe* on the return trip, the mysteries contained on these postal cards will be addressed in the second part of our tale.

Elder Dempster and the SS *Teneriffe*

The SS *Teneriffe* was a ship of the British and African Steam Navigation Company, a forerunner of the Elder Dempster Lines. She was one of seven ships of the 'Congo' class, built in 1885 by Harland & Wolff in Belfast. (Ref. 1) Not an elegant ship, she was built primarily for carrying freight and thus boasted two Bell-Dunlop steam crane towers, each with four cargo booms. *Teneriffe*'s 301 foot length and 36 foot beam enabled her to carry nearly 1200 tons of cargo and thirty passengers – 26 in first class and 4 in second class.

She plied the waters of the West African trade in the late nineteenth and early twentieth centuries. Twenty one ships of the Elder Dempster fleet were lost in World War I. (Ref. 2) But *Teneriffe* survived the war, was returned to ED service and was sold in 1919. *Teneriffe* perished off the coast of Bilbao, Spain in 1921. At the time of her sinking, she was the last of the Congo class still sailing. In her 34 years of service to the British & African, she witnessed the development of substantial growth in the West African trade.

Trade requires many resources to survive and prosper. But it will not develop *at all* without two critical resources: transportation and communication. The United Kingdom expanded its facilitation of both resources beginning in the middle of the nineteenth century. For many years, it had encouraged the formation of well capitalised trading organisations and shipping firms, granting numerous commercial charters. And, starting in 1850 (Ref. 3), it chartered and contracted with fleets of steam vessels to carry the mails between England and West Africa. In 1852 it signed its first contract with the African Steam Ship Company (Ref. 4) another forerunner of Elder Dempster.

As a consequence of this first contract, the ASSC purchased five steam ships totaling 4,408 tons to serve as mail packets and to transport West African cargoes. (Those early contracts starting in the 1850s were quite lucrative and without them shipping, and thus commerce, would not likely have developed as rapidly. Indeed, a delayed contract renewal or a lost contract resulted in major financial consequences for shippers.) Because of the frequent departures from Liverpool there was a considerable volume of European mail that was transshipped through the UK to all of West Africa.

Clearly, the mail subsidies promoted significant growth of commerce. Even after the mail subsidies diminished and were eventually eliminated, the acceleration of commerce continued. Starting with the original fleet of 5 ships in 1852, by the mid-1890s the combined Elder Dempster fleet comprised 58 steam vessels totaling 89,038 tons, moving West African freight and mail. (Ref. 5) The SS *Teneriffe* was one of those ships.

Determining the Voyage South and the Southern Terminus

It was a typical cloudy and windy Liverpool winter's morning on that tenth day of December in 1892 when *Teneriffe* left port for warmer African climes. She headed west into a fresh northwest breeze past Holyhead and then south through the Irish Sea. According to a report in the *Liverpool Mercury*, (Ref. 6) her first port of call was Grand Canary, the second largest of the Canary Islands, a distance of 1860 miles (about 1600 nautical miles).

We have no ship's logs or bills of lading to indicate what cargoes she carried to any port. It is likely that her stop at Grand Canary was primarily to restock her coal supplies for the rest of the journey south. But *Teneriffe* was also carrying mail for the Canary Islands.

Indeed, the *Liverpool Mercury* reported that the ship carried mail for the following ports or villages: Gorée, Dakar, Bathurst, Sierra Leone, Monrovia, Half Jack, Cape Palmas, Accra, Addah, Cape Coast Castle, Salt Pond, Lagos, Bonny, Little Popo, Grand Popo, Opobo, Bakana, Degama, Manoah, Winnebah, Elmina & New Calabar. In all likelihood, this list was reported exactly as received from the British & African. The first mystery to be solved is the precise route followed by *Teneriffe*. The *Liverpool Mercury* list cannot be plotted simply using Google Maps, Wikipedia or even late nineteenth century maps.

Anglicisation or Europeanisation of native African names account for some of the ambiguities. In other cases, names represented locations with short-lived and otherwise unrecorded existences. From the list, we do know that *Teneriffe* sailed at least as far south as Opobo in the Oil Rivers Protectorate.

A little bit of research enables us to identify most of the ambiguous locations on the Liverpool Mercury list, as will be seen below. But one place name, Manoah, is quite the mystery. Where is 'Manoah' to be found? While there are numerous citations for the personal name Manoah (including the biblical personage who was Samson's father), a search of historical geographic websites, including the million-entry *Getty Thesaurus of Geographic Names*, (Ref. 7) failed to unearth the place name Manoah. A review of nineteenth century GPO postal notices (Ref. 8) also finds no reference to that town.

Perhaps the mystery is finally resolved by accessing Google Books. There we find an obscure French-language autobiography of a Cameroonian émigré to the United States by the name of François Kara Akoa-Mongo. (Ref. 9) The author mentions a parish serving the neighborhood of Manoah in present day Douala, Cameroon. In the 1890s Cameroon was Kamerun, a German colony. Since Douala could be a reasonable next stop for Teneriffe to make after Opobo, can we safely assume that she traveled an additional 168 miles southward to deliver her cargo and mail to Kamerun?

Perhaps not. Given the vagaries of spelling variations elsewhere on the Liverpool Mercury list, another possibility emerges: Manoh, as in Manoh Salijah, Sierra Leone. The town is located on coastal Sierra Leone, not far from the border with Liberia. Walton states that a post office was opened at the Customs Port in Manoh Salijah in 1884 (Ref. 10) and illustrates several date stamps from the period 1886 to 1903, suggesting that there was sufficient mail activity to justify more than one canceller.

Interestingly, Proud reports that, 'In 1893, 25 parcels were received, 45 being sent,' (Ref. 11) further suggesting a fairly active post office serving an established commercial community. One might also speculate that the probabilities favoured mail of UK origins (Ref. 12) being directed to an existing British colonial post office rather than a location in a German colony with no known post office. Thus, absent a cover subsequently turning up addressed to Kamerun, we will assume that our mysterious Manoah is actually Manoh Salijah, Sierra Leone.

Regardless, upon leaving Grand Canary *Teneriffe* sailed generally southward and then south-eastward along Africa's west coast, not doubling back as the reported list might otherwise suggest. The trip from Grand Canary to Dakar was about 935 miles. Dakar was one of two natural deep-water ports in West Africa. The first question, however, might be 'why both Gorée and Dakar?' Gorée is a district within the city of Dakar. It is an island about a mile into the Atlantic from the port at Dakar.

In the mid-1890s, commerce was thriving in Senegal, controlled mainly by several Bordeaux trading families. These traders also had shipping operations back to France. During this same time frame there was but little export traffic from the UK to Senegal. So it is unlikely that *Teneriffe* was carrying either French or British export goods destined for Senegal on this trip. (It is certainly possible that *Teneriffe* 'topped off' her coal stores while at Port Gorée, but that is purely speculative.) Thus, the most likely explanation for the two close-by stops would be that there was mail for both locations. And with consideration for the continuing mail subsidies provided by the UK government, (Ref. 13) Elder Dempster would schedule stops at any village or coastal mud hut requested. (Ref. 14) As we shall see, this 'mud hut mandate' serves to explain many of the close-by stops and stops-at-no-place that characterise *Teneriffe's* journey.

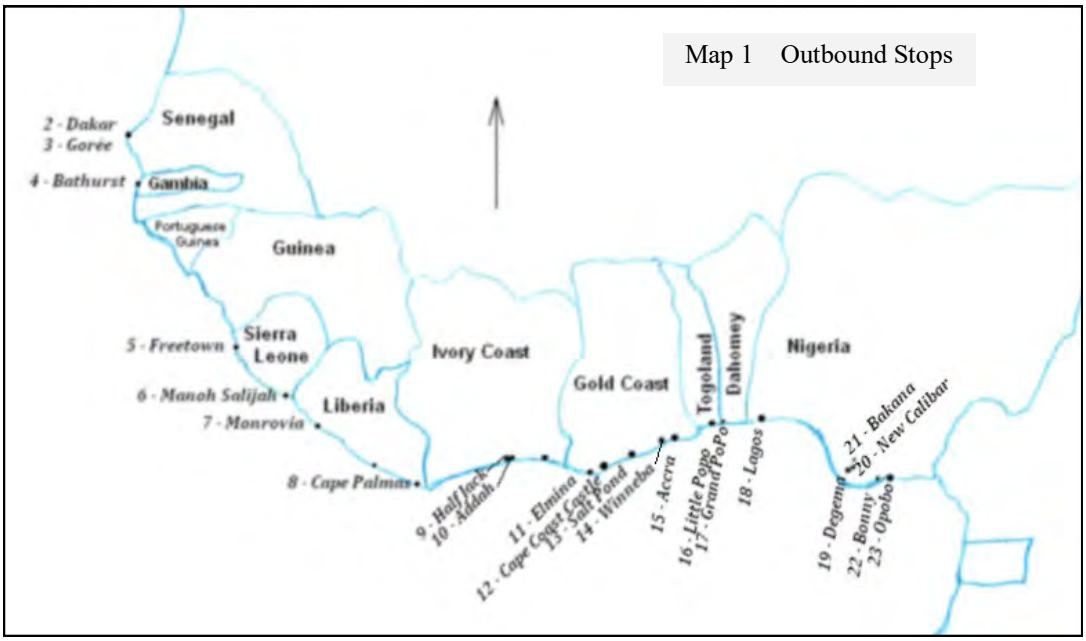
Teneriffe's next stop was Bathurst, Gambia, a distance of about 122 miles. Bathurst (today known as Banjul) was the centre of Gambian trade and an operating location for many of the British trading firms. Mail volume must have been significant, judging from the number of covers that are seen today from and to Germany, Switzerland, France and elsewhere in Europe.

From Bathurst, *Teneriffe* travelled to Freetown, Sierra Leone, about 582 miles to the southeast. Freetown is the other natural deep-water port in West Africa. In addition to normal trading and mail volume between the UK and Sierra Leone, Freetown was the location of an Elder Dempster branch office, with major port infrastructure managed by them.

After leaving Freetown, *Teneriffe* most likely sailed the 177 miles to Manoh Salijah, Sierra Leone on the Liberian border. It is another 68 miles to Monrovia, the capital of Liberia, and from there another 250 miles to Cape Palmas. (Even today, these two coastal Liberian towns are not directly connected by a coastal road, and one would have to travel inland practically into Guinea in order to make the journey overland.)

Map Key	Country	Port or Village	Miles Between Stops
	UK	Liverpool	
1	Canary Islands	Grand Canary	1860
2	Senegal	Dakar	935
3	Senegal	Gorée	1
4	Gambia	Bathurst	122
5	Sierra Leone	Freetown	582
6	Sierra Leone	Manoh Salijah	177
7	Liberia	Monrovia	68
8	Liberia	Cape Palmas	250
9	Ivory Coast	Half Jack (Jacqueville)	235
10	Ivory Coast	Addah	16
11	Gold Coast	Elmina	290
12	Gold Coast	Cape Coast Castle	7
13	Gold Coast	Salt Pond	15
14	Gold Coast	Winneba	31
15	Gold Coast	Accra	35
16	Togoland	Little Popo (Aného)	151
17	Dahomey	Grand PoPo	12
18	Nigeria	Lagos	118
19	Nigeria	Degema	385*
20	Oil Rivers Protectorate	New Calabar	30
21	Oil Rivers Protectorate	Bakana	10
22	Oil Rivers Protectorate	Bonny (Ibani)	35
23	Oil Rivers Protectorate	Opobo	35

Table 1 Southbound Voyage of the SS *Teneriffe*
* Includes distance upriver by lighter



Cape Palmas is close to the border with Ivory Coast (today's Côte d'Ivoire). Cape Palmas might be considered the point at which the west coast of northern Africa shifts from a south-easterly path to a more directly eastward heading. And so from Cape Palmas, *Teneriffe* headed east to her next stop. This was 'Half -Jack' in the Ivory Coast – not that Google Maps or Wikipedia would help you get there. A little bit of digging, however, reveals that today the village is known as Jacqueville, a distance of 235 miles. A mere 16 miles beyond Half Jack, *Teneriffe* stopped at Addah.

East of the Ivory Coast is the Gold Coast (Ghana, today), and *Teneriffe* would make five separate stops along the Gold Coast shores. First on the list is Elmina, about 290 miles from Addah. From there, to Cape Coast Castle (a mere 7 miles), Salt Pond (15), Winneba (31) and finally on to Accra (35 miles). Here is a perfect example of the 'mud hut mandate' in action.

The proximity of some of these stops really does suggest that mail, rather than merchandise delivery, was the reason. Beyond Accra, *Teneriffe* traveled 151 miles to Little Popo, Togoland and another 12 miles to Grand Popo just across the boarder into Dahomey.

Another 118 miles brought *Teneriffe* to Lagos. The *Liverpool Mercury* reported a stop at 'Degama' but Degema is the correct spelling. To get there, *Teneriffe* had to travel about 355 miles along the coast, but Degema is another 30 miles upriver in the midst of the Niger Delta. It is possible that *Teneriffe*'s 20 foot draft might have been able to make that journey on this branch of the Niger. Or perhaps one of Elder Dempster's lighters met the ship on the shore at the mouth of the river and completed the delivery. Indeed, the large network of steam vessels plying the Atlantic to West Africa only partly explains the commercial success of Elder Dempster. It was their impressive collection of surf boats and lighters that allowed cargo to get from ship to shore. Probably three-quarters of the stops that *Teneriffe* made did not posses port facilities of any type. *Teneriffe* and her brethren anchored off shore. Cargo (and passengers!) were moved ashore in truly flimsy surf craft.

Teneriffe resumed her journey with a similar stop at New Calabar, some 10 miles further along the coast and then about 20 miles up a different branch of the Niger Delta. In contrast to the Degema stop, New Calabar was certainly a navigable stop for *Teneriffe*. And Bakama, another 10 miles north and very close to Port Harcourt, would have been accessible as well. The journey to Bonny, at the mouth of the Bonny Estuary, necessitated reversing course down river and then east for a total of about 35 miles.

Returning to the eastern-most branch of the Niger Delta, *Teneriffe* visited Opobo another brief 35 mile sail. At the time of these last four stops from New Calabar to Opobo, *Teneriffe* was visiting the Oil Rivers Protectorate. A few months after these visits, Oil Rivers was incorporated into the Niger Coast Protectorate, which was in turn to become part of Southern Nigeria in 1900. Opobo, it would appear, was the terminus of *Teneriffe*'s southern journey. And we will confirm her presence there with information extracted from one of our postal cards.

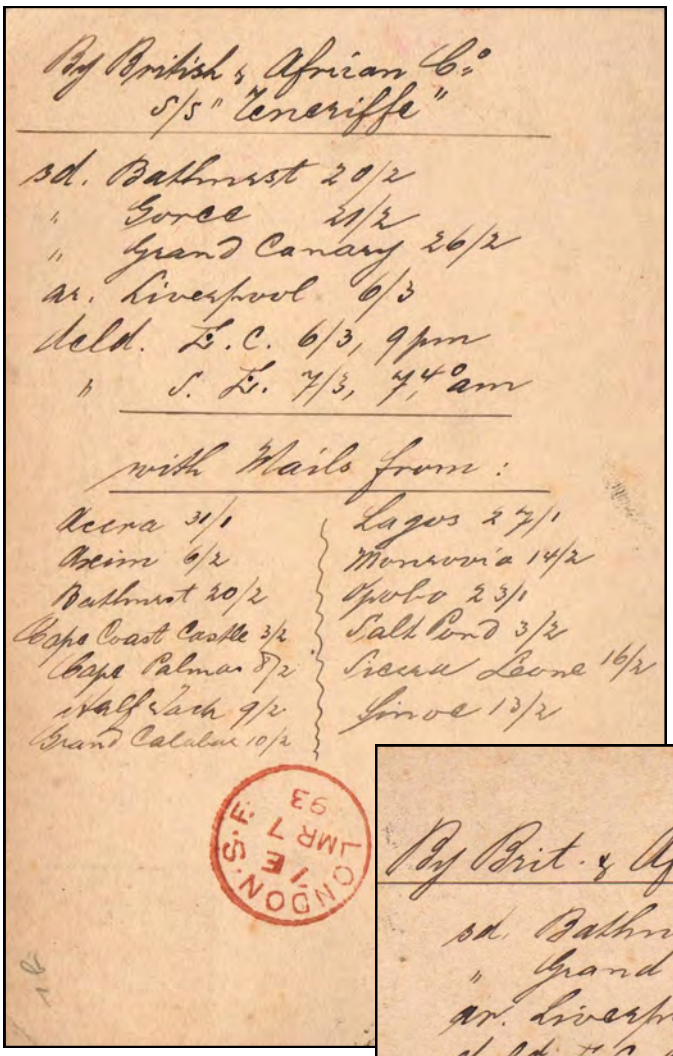
Thus, we have accounted for the 23 stops that *Liverpool Mercury* reported. Table 1 reconstructs *Teneriffe*'s southbound journey in its most likely order. All told, *Teneriffe* journeyed almost 5400 miles from Liverpool to Opobo (see Map 1). During that trip, she visited colonial ports and places controlled by Spain and France as well as Britain. So, while the UK was subsidising the delivery of mails, Elder Dempster was stopping at any location where commercial opportunity was to be found, geopolitics notwithstanding.

The Trip Home

The planned departures of ships from Liverpool and other UK ports were important news events, enabling merchants and correspondents to ensure that their goods and mail were aboard the next-departing ship south. Thus, despite the large volume of departures by the 1890s, local newspapers were diligent in reporting such news. However, the frequency of ship arrivals was sufficiently great – and the news value of arrivals of somewhat lesser import – that many ship arrivals were not recorded.

And thus it was with *Teneriffe*'s return to port on March 6th 1893. Indeed, the only way to confirm her arrival date is the circular date stamp on our two postal cards. Fortunately, the information on the message side of those two items allows us to fill in many (but not by any means all) of the blanks regarding *Teneriffe*'s return voyage. Let us examine those two cards and see what there is to be learned.

We will discuss the address labels momentarily. But looking at Figure 1, we see a Gambian 1½d postal card cancelled with the 466 obliterator of Liverpool. (Ref. 15) The Empire postal card rate had been 1d since 1891, (Ref.16) but it is not uncommon to see remainders used for several years after the rate decrease. The front shows a clear strike of the BR Packet handstamp (Tabeart P18a, Ref. 17) used as a transit mark: PAID / LIVERPOOL / BR PACKET / 6 MAR 93 / 18. The second postal card (Figure 2) can be described identically, with the sole exception being that the card itself had been revalued and overprinted with '1d.' (the then-current rate). So cover 2 is thus of a somewhat more recent vintage.

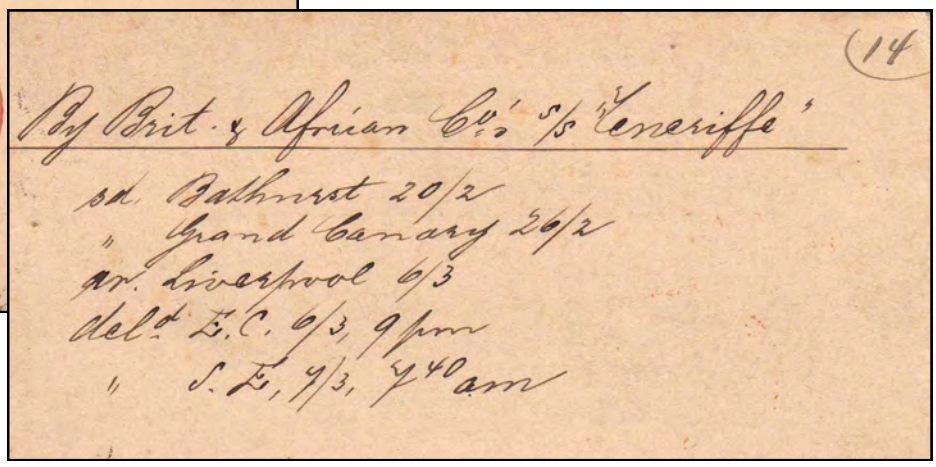

By British & African Co.
S/S "Teneriffe"

sd. Bathurst 20/2
" Goree 21/2
" Grand Canary 26/2
ar. Liverpool 6/3
deld. E.C. 6/3, 9pm
" S.E. 7/3, 7.40am

with Mails from:

Accra 31/1
Axim 6/2
Bathurst 20/2
Cape Coast Castle 3/2
Cape Palmas 5/2
Half Jack 9/2
Grand Calabar 10/2
Lagos 27/1
Monrovia 14/2
Opobo 23/1
Salt Pond 3/2
Sierra Leone 16/2
Sinoe 13/2

LONDON S.E. 7E MR 7 93


(14)

By Brit. & African Co.'s S/S "Teneriffe"

sd. Bathurst 20/2
" Grand Canary 26/2
ar. Liverpool 6/3
delᵈ E.C. 6/3, 9pm
" S.E. 7/3, 7.40 am

Figure 3 (left)

The reverse of card 1

Figure 4 (below)

The reverse of card 2
(cropped to remove blank area)

The reverse sides of card 1 (see Figure 3) and of card 2 (see Figure 4) both contain the identical Trip Summary information:

Sailed Bathurst 20/2
Sailed Gorée 21/2
Sailed Grand Canary 26/2
Arrived Liverpool 6/3
Delivered E.C. 6/3, 9 pm
Delivered S.E. 7/3, 7 40 am

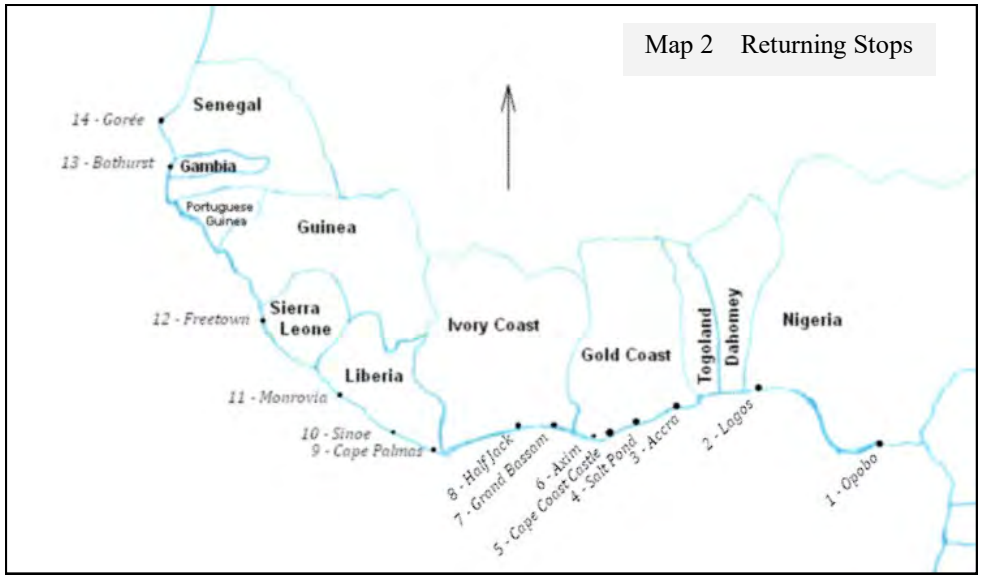
Card 1 also contains the receiving mark LONDON S.E. / 7E / MR 7 / 93, which is not present on card 2. Even more revealing, the first card shows the stops at which *Teneriffe* picked up mail, along with the dates of those stops (Table 2). The second card does not contain any of this information.

Accra 31/1	Lagos 27/1
Axim 6/2	Monrovia 14/2
Bathurst 20/2	Opobo 23/1
Cape Coast Castle 3/2	Salt Pond 3/2
Cape Palmas 8/2	Sierra Leone 16/2
Half Jack 9/2	Sinoe 13/2
Grand Calabar 10/2	

Table 2 Mail Pickup of SS *Teneriffe*'s Return Voyage

Map Key	Country	Port or Village	Mail Pickup Date	Miles Between Stops
1	Oil Rivers Protectorate	Opobo	1/23	
2	Nigeria	Lagos	1/27	347
3	Gold Coast	Accra	1/31	260
4	Gold Coast	Salt Pond	2/3	72
5	Gold Coast	Cape Coast Castle	2/3	15
6	Gold Coast	Axim	2/6	87
	Liberia	Cape Palmas	2/8	
7	Ivory Coast	Grand Bassam	2/8?	106
8	Ivory Coast	Half Jack	2/9	48
9	Liberia	Cape Palmas	2/?	235
		Grand Calabar	2/10	
10	Liberia	Sinoe (Greenville)	2/13	101
11	Liberia	Monrovia	2/14	153
12	Sierra Leone	Freetown	2/16	243
13	Gambia	Bathurst	2/20	582
14	Senegal	Gorée	2/21	122
15	Canary Islands	Grand Canary	2/26	935
16	UK	Liverpool	3/6	1857

Table 3 Northbound Voyage of the SS *Teneriffe*



Map 2 Returning Stops

Although this mail pickup record contains dates, the handwritten table is presented in (almost) alphabetical, not chronological, order. Table 3 reformats this same information, but in order of the stated mail pickup dates. With this handwritten and dated record we should have our return itinerary all resolved for us. But as we shall see, perhaps not.

Things look just fine as *Teneriffe* leaves Opobo on 21 January, stopping at Lagos and then four Gold Coast ports, much as she did on the southbound voyage. But then we encounter an anomaly in the chronology; the table shows *Teneriffe* stopping at Cape Palmas, Liberia on 8 February and then doubling back to Half-Jack in the Ivory Coast on 9 February. What are we to make of this?

One possibility is that the ship actually *did* double back. If there were a particularly lucrative and urgent cargo needing to make this trip, might the captain have made the 'executive decision' to reverse his travels? Not very likely. With nearly sixty ED ships servicing West Africa, one would have stopped at Cape Palmas within a week.

Another possibility is that these dates represent when mail was cancelled rather than when it was picked up. Again, this is unlikely as mail would have been coming into these postal locations throughout the period between when the last ship departed and when *Teneriffe* arrived in port. Many dates would have been on the cancellations. And those cancellation dates would not likely have been of any consequence to the creator of our two postal cards.

The only remaining possibility is that in the process of transcribing the information onto card 1, the writer simply made an error. The more tantalising first possibility notwithstanding, I think what we have here is a simple transcription error. We shall determine how Cape Palmas fits into the itinerary very soon.

The next stop on the list is 'Grand Calabar'. Well, there is Old Calabar, New Calabar and Calabar. But no Grand Calabar (certainly not along the West Coast of Africa). And all the other Calabars are way back in Nigeria, so let's dismiss any of those as a possibility. But there is a Grand *Bassam* in Ivory Coast, and it is nicely between Axim and Half-Jack. Moreover, Grand Bassam is recorded in GPO announcements as a mail stop. While our cover's author is beginning to lose some credibility here, I think this is the correct resolution. And from here, we logically show up at Cape Palmas, Liberia.

Next on the list is Sinoe, another port or town not found on any map. However, quite conveniently there is a Sinoe River and a Sinoe County in Liberia. And at the mouth of the Sinoe River is Greenville, which likely was *Teneriffe*'s next stop after Cape Palmas. The rest of the journey makes perfect geographic sense, as shown in Table 3, at least insofar as the chronology and geography is concerned.

Looking further into the times and distances, it is not possible to draw a lot of conclusions. We do know that the trip south was almost 5400 miles over 44 days and the return was nearly 5200 miles (see Map 2) over 42 days, remarkably an identical average of 123 miles per day in both directions. But despite all the data, there aren't any particularly interesting statistical conclusions to be drawn. Because we don't know the time-in-port for any stop, we cannot say much about the average speed per leg. But the mean speed across all stops was 102 miles per day, with the long leg from Grand Canary to Liverpool understandably averaging 232 miles per day.

Back to the Obverse

And what about those two address labels that unify these cards? The filled-in fields for ship and route appear written by a different hand and using a different pen nib than the writing on the reverse. Most likely the sender in Bathurst completed the front and sent two blank cards on their way. And who might have completed the back? I posit that one H. Rehlen, the cards' addressee, completed both cards. No one else might have had the information needed prior to the cards being delivered to him!

So, what can we learn about the addressee? Sadly, very little. A Hermann Rehlen does show up in the 1911 British census as being 43 years old and living in the Forest Hill neighbourhood. This is a short distance from the Devon Road address on the labels. His occupation is identified as 'Clerk, East India Merchants', not an unlikely career path for a 25 year old clerk serving in some capacity for Elder Dempster 18 years earlier. But Devon Road in 1893 as today was a residential neighbourhood. So perhaps we need to seek further.

Here eBay, the philatelist's sometime friend, comes to the rescue. There are several appearances of an H. Rehlen that together seem compelling. Two lots containing reference to H. Rehlen were sold in 2010 and 2011. An 1894 BRITISH NORTH BORNEO postal card was mailed to an H. Rehlen in South Norwood, London. A postal card commemorating the 1898 Trans-Mississippi and International Exposition was mailed in 1902 to the *Philatelic Record Ltd.* in Manchester requesting a sample. On the reverse is found a purple handstamp of "H. Rehlen". Could he be in the employ of a philatelic publication?

Another clue, found on the website AusPostalHistory.com (Ref. 18) sheds both light and fog. In 1906 a postal card was mailed from Queensland to a stamp dealer in Sidney, NSW. In 1907 a post card was mailed from Perth, Western Australia to that same stamp dealer. Both cards were seeking sample price lists from the dealer. Neither of these cards appear to have left the Australian continent. Yet both sport the purple 'H. Rehlen' handstamp. Thus, we can safely assume that Mr. Rehlen had philatelic affiliations.

Conclusions and Inconclusions

Postal historians are wont to use many tools in their quest for understanding the development of postal systems. Among the top research sources are newspaper accounts and the contents of covers themselves. If nothing else, seeking to track the route of *Teneriffe*'s journey by relying upon these two vehicles has proven that even such reliable 'primary sources' must be interpreted judiciously.

Finally, let us return to the alphabetical presentation of Table 2. What might be the purpose of this presentation format? Why not a simple chronological list that could have been tallied and recorded in the order of occurrence? The most likely explanation begs the broader question: What is the intended purpose of these two postal cards? Note that the Trip Summary on both cards includes the arrival time in Liverpool and the delivery time in London!

But these are two Gambian postal cards, presumably picked up in Bathurst (although not cancelled there) and carried along with *Teneriffe*'s other mail. The sender could not possibly have known the Liverpool arrival date and certainly not the London delivery date *and time*.

The only explanation is that these cards were intended to document the trip's mail and sailing information for a nineteenth century 'database' being maintained by philatelist Rehlen. And why - other than for the befuddlement of future postal historians - record this information on the back of two previously blank Gambian postal cards? Your author elects not to speculate, but solicits readers' thoughts!

Author's Note: This article is dedicated to the memory of David L. Straight. In 2012 I was privileged to attend the American Philatelic Society's Summer Seminar and took the course 'How to Read a Cover' offered by David. This article is an effort to apply what I learned to a specific piece of postal history.

The author is greatly indebted to Colin Tabeart for his diligent assistance in sorting out many of the subtle mysteries contained in the itinerary of *Teneriffe* and the two postal cards from Gambia. Thanks are also due to Marty Bratzel, Ed Grabowski and Frank Walton for their valuable contributions. I am grateful, as well, to Dr. Doris Benardete and John W. Bristow.

References

1 *Cowden James E. and Duffy John O.C., The Elder Dempster Fleet History 1852-1985, p68, Mallett & Bell Publications, London 1986*
2 *The Elder Dempster Fleet in the War, 1914-1918, Elder Dempster Co., Ltd., Liverpool 1921. Davies reports 30 ships lost by enemy action: Davies P.N., The Trade Makers – Elder Dempster in West Africa 1852-1972, table 16, pp408-409, George Allen & Unwin Ltd., London 1973.*
3 *"Establishment of Contract Steam Packets to the Cape of Good Hope and Sierra Leone", Postmaster General's Instructions No. 42, December 1850. Reprinted in Beale Philip FRPSL and Walton Frank FRPSL, West African GPO Postal Notices of the Nineteenth Century, p50, WASC, Dronfield 2001*
4 *Davies, op. cit. p42*
5 *Ibid. p405*
6 *Teneriffe's southbound itinerary was taken from the Liverpool Mercury, 10 December 1892*
7 *Getty Thesaurus of Geographic Names, found at www.getty.edu/research/tools/vocabularies/tgn/. Accessed 27/12/2013*
8 *Beale and Walton, op. cit.*

9 Akoa-Mongo, François Kara, *The Life Of Akoa-Mongo Kara From Africa To The United States, Maine*, p159, Trafford Publishing, Bloomington IN 2010
10 Walton F.L., *The Postmarks of Sierra Leone, 1854 to 1961*, p46, WASC, Sheffield 1990
11 Proud Edward B., *The Postal History of Sierra Leone*, p216, Proud Bailey Co. Ltd., East Sussex 1994
12 Davies, *op. cit.* p75, footnote 1. It seems unlikely that mail from any place other than the UK to a German colony would have been directed via Liverpool. While Elder Dempster ships were stopping at the Cameroons as early as the 1860s, German mail would more likely have been carried via the Woermann Line of Hamburg
13 Davies, *op. cit.* pp289-291
14 Email conversation between Colin Tabeart and the author, dated 24 December 2013
15 Brumell George. *British Post Office Numbers 1844-1906*, R.C. Alcock Ltd., London 1946
16 Proud Edward B., *The Postal History of Gambia*, p191, Proud Bailey Co. Ltd., East Sussex 1994
17 Tabeart Colin, *Robertson Revisited*, p152, James Bendon, Limassol 1997
18 See http://www.auspostalhistory.com/home_page/philatelists.shtml. Accessed 27/12/2013

Updates to Sierra Leone 1963 Postal Commemorations

Robin Peters

This is an update to the article on the errors and varieties of the 4 November 1963 Postal Commemorations issue published in *Cameo* 81 (Ref. 1) by Robin Peters and Roger West. Subsequently, with the additional help and assistance of Peter Rolfe, the following additional errors/varieties can now be confirmed as well.

The stamps were overprinted and surcharged by the Government Printers in Freetown. The events commemorated are:

1853 First Post Office
1859 First Postage Stamps
1963 Newest G.P.O. in West Africa

SG 273 and 278 are overprinted in 5 lines (Figure 1, bottom); other Postage stamps are overprinted in 4 lines (Figure 1, top).
SG 279 and 282 are overprinted in 6 lines (Figure 2, bottom); other Airmail stamps are overprinted in 5 lines (Figure 2, top).



Figure 1
4 line opt. (top)
5 line opt. (bottom)



Figure 1
5 line opt. (top)
6 line opt. (bottom)

Amendments c = constant , nc = non-constant

SG 273 – 3d Black and Bright Blue

R 1/11 nc Slightly dropped second 'a' in Africa
R 1/12 nc Raised 'ca' in Africa
R 4/5 c Filled in loop of '9' in 1859
R 4/10 c Third line of overprint displaced to the left by 1 mm
nc Whole overprint displaced to cross the left hand margin query if on complete sheet

SG 274 – 4d on 1½d Black and Ultramarine

R 1/3 c Raised ‘frica’ (or dropped A)
R 1/4 c Dropped ‘i’ in Africa
R 1/4 nc Raised ‘ca’ in Africa
R 2/4 c Gap between the ‘s’ and ‘t’ of West i.e. Wes t
R 4/4 c Dropped ‘i’ in Africa with a raised ‘ca’ in Africa
R 5/1 c Dropped ‘vice’ in Service
R 7/4 nc clipped ‘8’ and ‘3’ of 1853
R 8/2 c Raised ‘es’ in West
R 8/4 c Dropped ‘i’ in Africa
R 8/4 nc Raised ‘3’ in 1853
R 11/4 c Distorted stop after 4d.
R 12/2 c Second line of overprint displaced to the left together with the third line displaced to the right

SG 275 - 9d on 1½d Black and Ultramarine

R 1/3 c Raised ‘frica’ (or dropped A)
R 1/4 c Dropped ‘i’ in Africa with a raised ‘ca’ in Africa
R 2/4 c Gap between the ‘s’ and ‘t’ of West i.e. Wes t
R 3/2 c Both asterisks are high
R 4/4 c Dropped ‘i’ in Africa with a raised ‘ca’ in Africa
R 5/1 c Dropped ‘e’ in Service
R 8/2 c Raised ‘es’ in West
R 8/4 c Dropped ‘i’ in Africa
R 11/4 c Distorted stop after 4d.
R 11/4 c left asterisk low and right asterisk high
R 12/2 c Second line of overprint displaced to the left together with the third line displaced to the right

SG 276 – 1s on 1s 3d Turquoise-blue and violet

R 1/3 c Raised ‘frica’ (or dropped A)
R 2/1 nc Raised second ‘e’ and a dropped ‘c’ in Service
R 2/4 c Gap between the ‘s’ and ‘t’ of West i.e. Wes t
R 3/1 c Broken ‘e’ in Service
R 5/2 nc Dropped ‘c’ in Service
R 6/2 nc Flat top to ‘1’ in 1s
R 8/4 c Weak ‘f’ in Africa
R 8/4 nc Weak/faded ‘P’ in G.P.O.
R 10/2 c First line (dates) displaced to the left
R 12/2 c Second line of overprint displaced to the left together with the third line displaced to the right
nc Displaced overprint on entire sheet

SG 277 – 1s 6d on ½d Black and Deep Lilac

R 3/1 c Dropped ‘ce’ in Service
R 4/3 c Weak ‘s’ in Newest
R 4/5 c First line (dates) displaced to the left
R 10/1 c Broken ‘6’ in 1/6
R 10/3 c Broken ‘o’ on Postal
R 11/1 c First line (dates) displaced to the left
R 11/4 c Third line of overprint displaced to the right

SG 278 - 2s on 3d Black and Bright Blue

R 3/6 c Wrong font for ‘es’ in Oldest
R 4/5 c Filled loop of ‘9’ in 1859
R 4/10 c Third line of overprint displaced to the left by 1 mm
R 2/11 c Damaged ‘2’ in 2s – chip to the base

SG 279 – 7d on 3d Black and Rose-red

R 1/11 nc Weak stem to '7' in 7d exists on plate *1 1* only, not on plate *1a 1a*



Figure 3 SG 280

Note how on the two left stamps the overprint has been displaced to the left, with the 'A' of AIRMAIL being positioned in the left white stamp margins
On the right hand stamp is a larger displacement, with the 'A' of AIRMAIL missing



Figure 4 SG 280

R8/2 (left stamp) missing 2nd 'A' in AIRMAIL
R8/3 (right stamp) No stop after the 'O' in G.P.O (SG 280c)

SG 280 – 1s 3d Black and Blue (See Figures 3 and 4)

R 1/2 c Third line of overprint is displaced to the left
R 2/5 c Fourth line of overprint is displaced to the right
R 3/2 c Third line of overprint is displaced to the left
R 5/2 c Third line of overprint is displaced to the left
R 7/2 c Third line of overprint is displaced to the left
R 7/4 c No serif to the '1' in 1853
R 8/3 c Third line of overprint is displaced to the right
R 9/2 c Third line of overprint is displaced to the left
R 9/5 c Wide gap between Airmail and in West Africa, approximately 2½mm compared to the normal gap of 1 to 1½mm
R 11/2 c Third line of overprint is displaced to the left
R 11/5 c First line (dates) displaced to the right
R 12/1 c Wide gap between Airmail and in West Africa, approximately 2½mm compared to the normal gap of 1 to 1½mm
R ?/? nc Missing 'A' in Airmail as the overprint has been displaced to the left into the white stamp margin

SG 281- 2s 6d on 4d Turquoise-blue and Scarlet (See Figure 5)

R 1/2 c Third line of overprint is displaced to the left
R 2/3 nc Break in 'c' of Africa
R 2/3 nc Break in 'c' of Africa together with a missing 'r' in Africa
R 2/5 nc Broken '3' in 1853. Missing 'es' in West. Missing 'r' in Africa
R 2/5 c Fourth line of overprint is displaced to the right
R 3/2 c Third line of overprint is displaced to the left
R 3/3 nc Short tail to the '9' in 1859 and short tail to the '9' in 1963



Figure 5 SG 281

R11/4, R11/5, R12/4. R12/5 with Plate Nos. *1 1*
Top left stamp has missing 'AIL' of AIRMAIL
This error only occurs in a few sheets

SG 281- 2s 6d on 4d Turquoise-blue and Scarlet (continued)

R 5/2 c Third line of overprint is displaced to the left
R 5/4 c Break in '/' of 2/6
R 5/5 c Break in '/' of 2/6
R 6/4 c Break in '6' of 2/6
R 7/2 c Third line of overprint is displaced to the left
R 7/5 c Break in '/' of 2/6
R 8/3 c Third line of overprint is displaced to the right
R 8/3 c Short leg to the 'P' in Stamp
R 9/1 c Wrong font for 'I' in AIRMAIL
R 9/2 c Third line of overprint is displaced to the left
R 9/5 c Wide gap between Airmail and in West Africa, approximately 2½mm compared to the normal gap of 1 to 1½mm. Plus a dropped 2/6 value
R 11/2 c Third line of overprint is displaced to the left
R 11/5 c First line (dates) displaced to the right
R 12/1 c Wide gap between Airmail and in West Africa, approximately 2½mm compared to the normal gap of 1 to 1½mm
Constant the fifth line of the overprint AIRMAIL is more displaced to the left with the ' AI ' under the 'in' (fourth line of overprint). Compare with SG 280, SG 283 & SG 284 which has the ' AI ' under the 'ma' of 'in' (fourth line of overprint).

SG 282 – 3s on 3d Black and Rose-red

R 2/4 nc Lower part of 'G.P.' in G.P.O. missing
R 3/7 c Weak dates in first line of overprint
R 5/12 nc Broken 'm' in Stamp
R 3/12 c Weak '3' in 1853
R 4/6 c weak 'ewe' in Newest
R 4/8 c Break on 'O' of Oldest
R ?/? nc Bottom of 'wes' in Newest clipped
R ?/? nc The '5' in 1859 is virtually missing

SG 283 – 6s on 6d Black and Yellow-orang

R 1/2 c Third line of overprint is displaced to the left
R 2/5 c Fourth line of overprint is displaced to the right
R 3/2 c Third line of overprint is displaced to the left
R 3/2 c First line (dates) is displaced to the right

SG 283 – 6s on 6d Black and Yellow-orange (continued)

R 5/2 c Third line of overprint is displaced to the left
R 7/2 c Third line of overprint is displaced to the left
R 8/3 c Third line of overprint is displaced to the right
R 8/3 nc Third line of overprint is displaced to the right together with the 'm' in Airmail weak
R 9/2 c Third line of overprint is displaced to the left
R 11/2 c Third line of overprint is displaced to the left
R 11/5 c First line (dates) is displaced to the right

SG 284 - £1 Black and Orange

R 2/1 c Fifth line (AIRMAIL) is displaced to the left
R 2/3 c Fifth line (AIRMAIL) is displaced to the left
R 2/3 c Broken '1' in 1853 with bottom serif missing
R 2/3 nc Break in 'c' of Africa
R 2/5 c Fifth line (AIRMAIL) is displaced to the left
R 5/2 c Fifth line (AIRMAIL) is displaced to the left
R 5/3 c Fifth line (AIRMAIL) is displaced to the left
R 8/3 c Short leg to 'p' of Stamp

SG 284 - £1 Black and Orange (continued)

R 11/1 c First line (dates) is displaced to the left
R 11/2 c First line (dates) is displaced to the right
R 11/2 c Third line of overprint is displaced to the right
R 11/2 nc Faint hyphen between the first two dates
R 11/4 c Third line of overprint is displaced to the right
R 11/4 nc Faint hyphen between the first two dates
R 11/5 c First line (dates) is displaced to the right
R 11/5 nc Faint hyphen between the first two dates
R 12/2 c Third line of overprint is displaced to the right
R 12/2 c Gap between 'mp' in Stamp
R ?/? c Break in 'S' in Stamp
Nc whole overprint positioned to the right

Updated Amendments to the same article in *Cameo* 81 (Ref. 1)

SG 274 – 4d on 1½d Black and Ultramarine
R 4/4 nc Raised 'ca' in Africa

SG 275 - 9d on 1½d Black and Ultramarine
R 6/5 nc No stop after 'O' (G.P.O.) and no stop after Africa

SG 276 – 1s on 1s 3d Turquoise-blue and violet
R 2/1 nc Raised second 'e' and dropped 'c' in Service

SG 277 – 1s 6d on ½d Black and Deep Lilac
R 4/5? c 1853 1859 * 1963 (Both G.V. Base & Stanley Gibbons)

SG 281- 2s 6d on 4d Turquoise-Blue and Scarlet
R 2/5 nc Broken 'est' in West

SG 284 - £1 Black and Orange
Nc Whole overprint displaced to the right

Reference

1 Peters R. & West R.B., "Sierra Leone 1963 Postal Commemorations", *Cameo*, Volume 11 pp412-415, WASC, October 2010

Where was the Type 4 Tristan Reg. Label Applied?

Mike Brown

Per the article in *Cameo* 92 (Ref. 1) the cover illustrated by Richard Moss showing the Tristan da Cunha Type 4 Registration mark interested me. (*part of the cover is again reproduced here as Fig. 1 - Ed.*) I find it difficult to believe this label was applied on Tristan.

Look closely and the label No. 2961 is actually on top of the postmark, which is dated 1963. Crabb in his book *The History and Postal History of Tristan da Cunha* (Ref. 2) illustrates another use of this blank label in which no postmark touches it. (Fig. 2)



Figure 1 (above)

Part of the Richard Moss cover (illustrated complete in *Cameo* 92)



Figure 2 (right)

Cover from George Crabb's book

Whilst I refer to only two examples, I am interested to know if there are any covers with the Type 4 label with a Tristan postmark tying it to the cover? Until such a cover is found, then I can't help but believe this blank label was applied elsewhere, most probably upon entering the UK.

References

1 Moss R., "Tristan da Cunha Registration Mark Type 4", Cameo, Volume 15 p61, WASC June 2014

2 Crabb G., *The History and Postal History of Tristan da Cunha*, p324, George Crabb, Epsom 1980

St Helena - the Boer Prisoner of War Transports

Bernard Mabbett

Whilst searching the Internet for a photograph of the SS *Mongolian* (Figure 1) to complement an Anglo-Boer War cover in my collection, I came across a website (AngloBoerWar.com) listing all the Troop and POW Transports used during the period 1899 to 1902. The list of vessels, military regiments and numbers of prisoners carried, along with dates of departures and arrivals appears to be taken from *The Times* (London) or *The Cape Times*.



Figure 1 SS *Mongolian*

On checking through the listings I came across discrepancies between dates of arrival at St Helena and the numbers of prisoners carried, to what had previously been published. Below is an updated list taken from this website.

Transport	Prisoners Carried	Officers Carried	St Helena Arrival
Milwaukee	1000	General Cronje, Colonel Schiel	11 April 1900
Lake Erie	394	34	12 April 1900
Bavarian	1099		1 May 1900
Mahratta	110		25 June 1900
Manchester Port	Not Recorded		11 July 1900
Idaho	189		9 October 1900
Victorian	200		12 December 1900
Mongolian	649		5 February 1901
Orient	1050		27 January 1901
Britanic	39	Ben Viljoen	26 February 1902
Bavarian	1337		28 February 1902

Other Transports known to have carried Boer POWs to St Helena

Columbia	200		12 January 1901
Manilla	Not Recorded		Not Recorded

Figure 2 shows a triple censored cover from the South African Republic (Transvaal) postmarked Bank on 22 March 1900 addressed to a POW on board the SS *Mongolian*. The address is crossed out and St Helena added in red. The cover has censor tapes for both the ZAR and British authorities, as well as the 24mm circular censor applied in South Africa. The cover is backstamped Lourenco Marques 30 March 1900. Mail from the Boer Republic was sent via neutral Portuguese Mozambique. The Mongolian did not take Boer prisoners to St Helena until February 1901, so this prisoner probably went on the transport *Milwaukee*.



Figure 2

Cover from Transvaal to POW aboard SS *Mongolian*, redirected to St Helena

Figure 4 shows a cover from Orange Free State postmarked 16 February 1901 addressed to the 'Ship *Bavarian'*. It is endorsed 'St Helena' in large manuscript. The SS *Bavarian* (Fig. 3) made two visits to St Helena with Boer POWs; on 1 May 1900 and again on 28 February 1902. As the cover is dated 1901 the named prisoner was transported to St Helena by another vessel. This cover was received on the Island 12 March 1901.

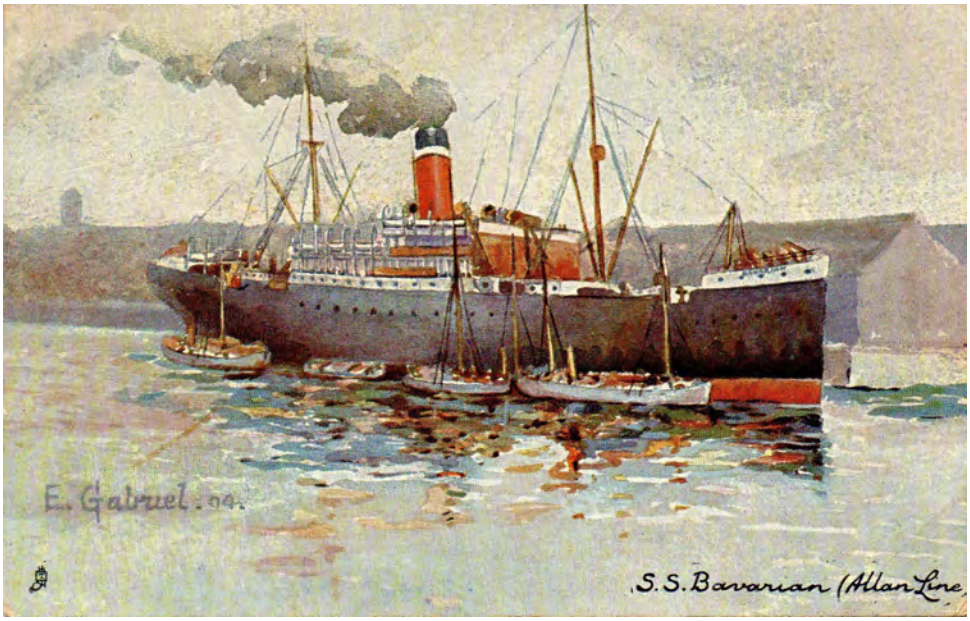


Figure 3 Postcard depicting SS *Bavarian*



Figure 4 (right)

Cover from the Free State to POW on SS *Bavarian* but redirected to St Helena

Figure 5 (below)

Boer Prisoners arriving at St Helena passing The Castle in Jamestown

Note the Post Office behind the mounted Officers

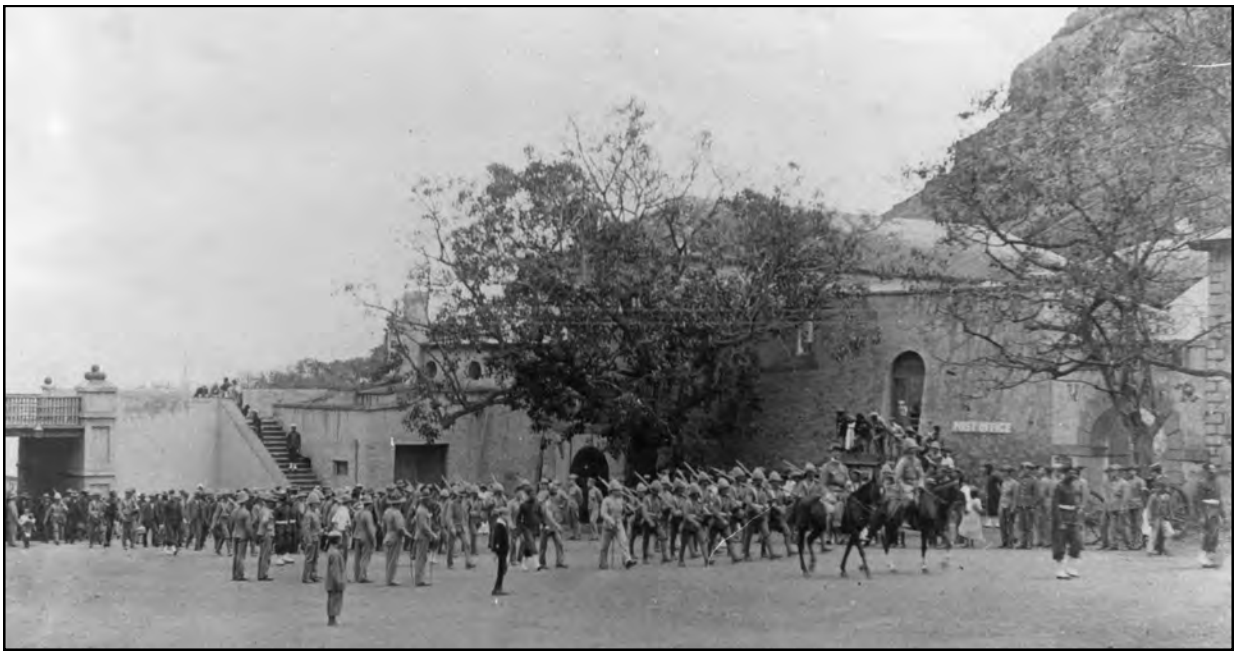


Figure 5 illustrates a newly arrived group of Boer POWs being marched through Parade Square en-route to Deadwood Camp. They were to be generally well treated by the Islanders.

Following the ending of hostilities on 1 June 1902, the first batch of prisoners left the island on 27 June, and most had been repatriated by the end of the year.

Transport	Prisoners Carried		Officers Carried	St Helena Departure
Canada	478			27 June 1902
Avondale Castle	7	For Europe	Colonel Schiel	7 July 1902
Kirkfield	7		General de Wet's 2 Sons	7 July 1902
Hertzog	49	Germans		13 August 1902
	5	Hollanders		
Tagus	997		General Cronje	20 August 1902
Avondale Castle	20			20 August 1902
Canada	1000			21 August 1902
Malta	1000			Not Recorded
Oratava	1004			8 October 1902
Goloconda	827			22 October 1902
Other Transports believed to have carried Boer POWs from St Helena				
Abaka	20			
Goorkah	12			
Braemar Castle	2			



Gerald Adams's *Resurrection of the Long JuJu*

Dr Simon Heap

Gerald Adams served as a Private in a Lancers Regiment in the First Cavalry Brigade, Aldershot – the first to be ordered to South Africa in 1899. In 1899 he became a Sergeant and passed his exams for a Commission. He was commissioned during the South African War, and joined The Queens (Royal West Surrey Regiment). In 1903 or 1904 he was seconded to the Southern Nigerian Regiment. At the beginning of the Great War he served in the Cameroons, and later in Salonika. He retired as a Colonel, and went to Kenya in 1924. He was in Kenya working on farms as Assistant Manager and Manager until his death in 1947.

Adams wrote short stories based on his time in Southern Nigeria. Rhodes House in Oxford has five of his tales, and in the third, *Resurrection of the Long JuJu*, written in 1908, he tells a personal episode with a postal slant:

> At the time I received the letter from Calabar with news of the Long Juju, my force had come up as escort to the DC [District Commissioner], who had just left us and gone back to Okigwi, as we had rounded up most of the murderers we had been looking for. Unfortunately, the very day after he had left us, three men, one of them a mail runner coming up to my camp, the other two his guides, were all murdered and reported eaten, and their heads offered as a propitiatory sacrifice to the local juju, no doubt a branch of the Long Juju.

In consequence of these fresh outrages, we had to get hold of their murderers, and the principal instigator of the crimes, a certain chief and juju-man who had been hiding in the bush, and had evaded coming in to the District Commissioner's palavers.

All the chiefs were still at my camp, and I told them this affair would mean fresh trouble for their town, not only on account of the murders but because the Government mail-bag had been stolen. The mail-bag, however, was produced intact. I had expected to find it cut to ribbons, but it had merely been tossed aside near the path – possibly the natives had some superstitious feeling about it.

In that mail-bag I found my watch! It had had something wrong with it, and I had posted it at Okigwi for England. But when it reached Calabar the fathead at the post office there would not send it on, because the postage was a penny short! He returned it to me accordingly.

Source

Rhodes House, Oxford: MSS.Afr.s.375(3), Gerald Adams (1908), *Resurrection of the Long JuJu*, pp5-6



Mail Day in the West African Bush

Bob Maddocks

In 1918 at Accra, Lady Elizabeth Clifford, wife of the then Governor of the Gold Coast, published, as editor, a fascinating book of individual essays written by her invitation by a cross-section of Africans and Europeans at this time on their respective daily routines, public, military and private (Ref. 1)

From it I have taken this one such essay *Mail Day in the Bush*, which, however, unlike most others has no attribution. As it is appropriate to our hobby it will amuse current readers and undoubtedly stir the memories of those Coasters still with us who have seen service in any of the former British West African colonies prior to independence.

Reference

1 Clifford, Lady E. (Editor), *Our Days in the Gold Coast, in Ashanti, in the Northern Territories and the British Sphere of Occupation in Togoland*. Printed by Charles Fairweather, Accra, in aid of the Red Cross, 1918

MAIL DAY IN THE BUSH

At the very moment when it is most welcome a special runner has come in with my mail.

I am lying in a deck-chair before the bush hut wherein I shall sleep to-night. After the din of reception, the brass band, the noisy welcome - (but welcomes are always pleasant even when they are noisy) the bush seems very restful. The carriers are in the far-off village which is out of sight, almost out of hearing, and my boy has stolen out to join them; but he will be back presently to prepare my chop, for it is getting late.

My house is built on the edge of the forest, in a charred clearing. It will last perhaps, six weeks after I move on, and on my return journey I may pass its skeleton frame falling to pieces, with creepers embracing it and pulling it down, while the charred space will be already grown over and hidden.

It is over two months since I last had a mail. What a small packet! and alas, no newspapers; and no sign of the parcel I was hoping for so anxiously. I may find it waiting for me at.... Bills; advertisements; local; official; and a few, very few real letters -letters from home. One from the Correspondent Who Never Fails, that will be read over and over again. Every word is precious. Beyond criticism? Yes, indeed. Little does one in any case want to look gift horses in the mouth when they take the form of letters. And yet....

A. has written at *last*, and in answer to my reproaches of four months ago, explains. There has never been time to sit down and write a long letter, and it did not seem worth while to write a short one to some one so *very* far away. Oh, A! even a word is worth .sending - when one is so far away; counting the days for news from home - for the sign that one is not forgotten - for the proof that the familiar places for which one so often hungers, are going on just the same, even though one may be alone in a bush station, rather wakeful at night, listening to the piteous incessant cry of the tree-bear....

L has written. Kind *kind* L. "*I am enclosing a cutting which will interest you very much as it is all about....*" I should think it *would* interest me. Turn out the letter. Shake the envelope. Has it dropped out? Look on the beaten earth floor, among the torn covers of the advertisements. There is no longer room for doubt. L. *has forgotten to enclose it.* A month before the next mail. L. may not discover the omission even then. Well - it can't be helped. Poor old L. Go on with the letter: "*spent a whole afternoon with the family and thought you would like to hear they were all very well.*" Bless them! Of course I like to hear it. I haven't seen them for over a year.

Is there anything more about them? Any *little* thing would be so priceless. What they said, what they did, how they looked. Nothing more; still, they're all well, and the letter from the Correspondent Who Never Fails tells me a good deal. But one would like to hear *of* them, and from an outside point of view. It's all so commonplace when one's *there*, but when one's *here*; just a few words about them beyond the fact that they're quite well brings them closer, throws a fresh light on the picture that is always in one's mind. Still, it was very kind of L. to write at all. I am more than grateful.

What next? Oh, C. has written. Now I shall hear about my precious parcel. What a comfort to get it at last. "*Only time for a line as the post is just going.* (What a moment to sit down and begin a letter). "*About what you asked me to get for you - I will certainly send it next mail. I don't suppose you are in any particular hurry as you say you are going on trek....*" Another long weary wait....

What next? I don't know this writing. Why its J! Nice of J. to remember me. What can J. be writing about? "*I wonder if you sometimes run up against a nephew of mine who is at Nairobi?*" No. J. I do not. I live on the Gold Coast, and if you would just glance at the map....

I hear the movements of my steward boy, who has returned stealthily to his cooking pots behind the hut. He thinks I do not know he has been away....This is the last letter. I know *this* writing well enough. F! Dear F! Not given to letter writing, but the more welcome. "I am very sorry to see your cousin has been killed, one wonders if this terrible war will ever end"....etc. etc. etc. *Which cousin?* I have still four cousins fighting. Good fellows all, but God grant it's not _ _. No name mentioned? No, that's all. "*Your cousin.*" What date is this letter? Later than any of the others. When shall I hear? I shan't see the newspapers till....

The bush is very silent, though I can hear the distant beating of the drums. How quickly the light fails when the sun has dropped. One star has come out above that monstrous cotton tree on the edge of the clearing, which dwarfs the forest trees, holding big naked arms against the sky.... I must go into my hut, and light my punkah candle, and write up my diary.

Boy!

Cameroun Free French Air Mail Stamps
Printed by Harrisons, London 1942

Bob Maddocks

This is a belated response to a query raised by Rob May (*Cameo* 86, Ref. 1) concerning the first day of issue of the Cameroun 'Harrison' air mail stamps said to be released in around 1942/1943 but with no specific dates recorded.



Figure 1
(left)

Note
'First Day
Cover'
annotation and
Douala c.d.s.
of
30 JUIL 1943
(both arrowed)

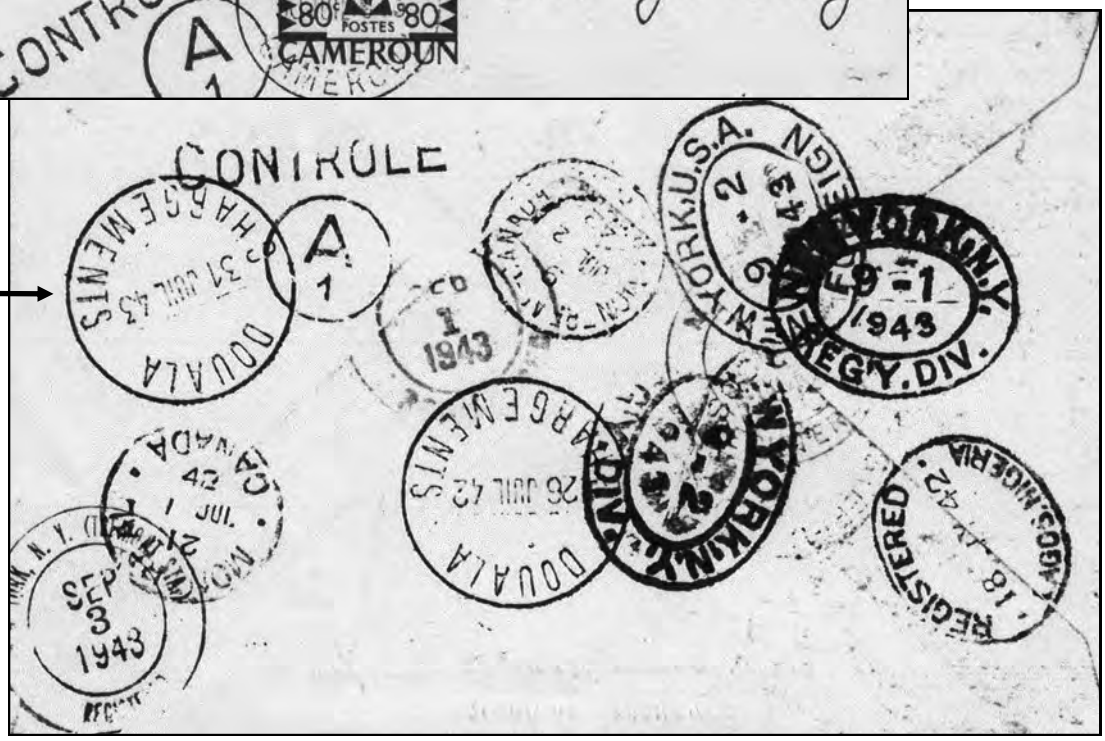


Figure 1A
(right)

Note
Douala c.d.s.
of
31 JUIL 1943
(arrowed)

Figures 1 and 1A

Front and reverse of the first registered 'di Pierno' cover mailed Ottawa, Canada, 1 July 1942 to Douala, Cameroun. Backstamps of both outward journey in 1942 and subsequent return in 1943

I have two registered covers numbered sequentially bearing three of this set's seven values (viz. 1F50, 10F and 25F) and annotated 'First Day Cover' the stamps being postmarked Douala, Cameroun 30 July 1943 (Figs 1/1A & 2/2A - Front and Reverse). But all is not clear-cut for the covers have no official local provenance, having originated in Canada a year earlier and held-over in Douala pending redirection, with these Cameroun stamps added, to the USA.



Figure 2
(left)

Note
'First Day
Cover'
annotation and
Douala c.d.s.
of
30 JUIL 1943
(both arrowed)

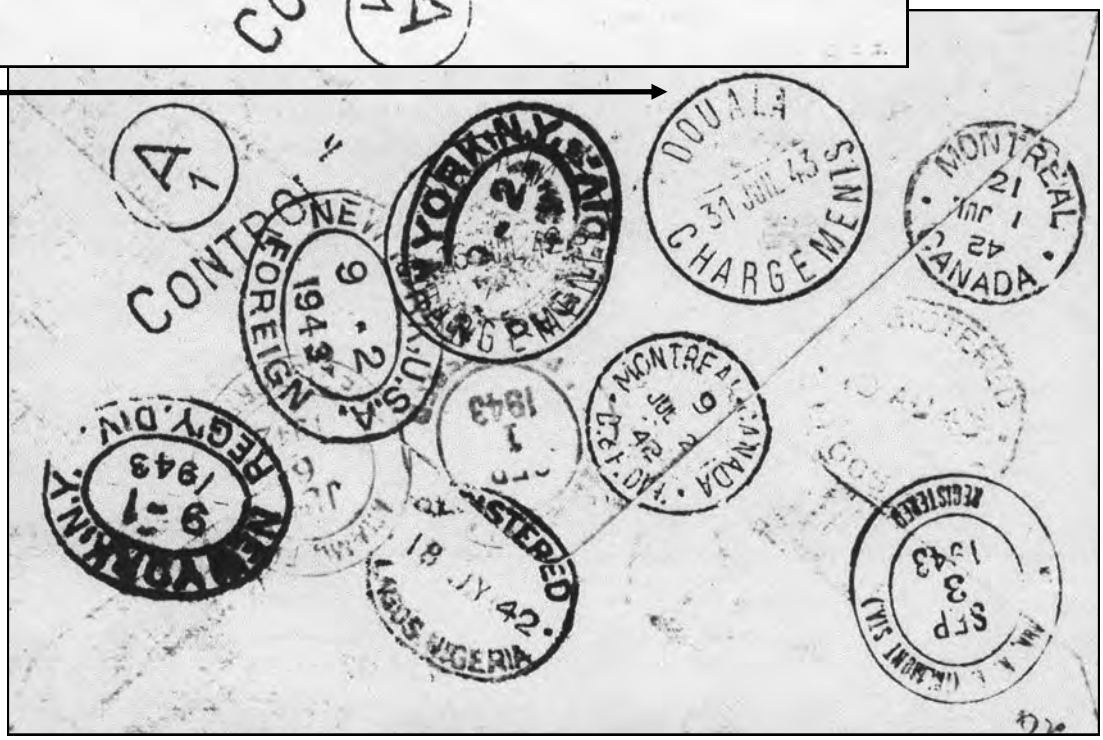


Figure 2A
(right)

Note
Douala c.d.s.
of
31 JUIL 1943
(arrowed)

Figures 2 and 2A

Front and reverse of the second registered 'di Pierno' cover, similar to that shown Figures 1/1A

This leads to more queries perhaps than positive answers to the present ones, particularly as there are mixed frankings from the two separate issues of Free French stamps in, it is believed, 1942. The first set consisted of 14 definitive values; the design depicted the sword and shield of St. Joan of Arc and the Cross of Lorraine.

The second set was of seven air mail stamps featuring a large aeroplane flying over the sea and again with a shield with the Cross of Lorraine. Both designs were the work of Edmund Dulac. Release dates for these two sets, whether in London or Douala, are obscure. H.G. Porter (Ref. 2) gave only January 1942 (no place) for the first and 'about 7 October 1942 in London' for the second. Gibbons merely states the year 1942 for both, whilst Yvert gives 1941 and 1942 respectively.

As prior mentioned, the two covers originated not in Cameroun but as commercial mail from Canada. Each was franked with a Canadian $1 stamp and sent by registered air mail from Ottawa on 1 July 1942, inscribed 'via Miami-West Africa'. The addressee was a Monsieur A di Pierno, Douala, French Cameroun but without any place of abode mentioned or added on arrival in that town.

There was no mention of a poste restante, so where were the covers held thereafter for the following year? They had arrived in Douala on 26 July 1942 via Montreal, New York and Lagos, Nigeria as backstamped.

A year later, at the end of July 1943, they resurfaced from wherever to be readdressed by hand in black ink to the same addressee, but now not in Cameroun or in Canada, but in the United States at 107 East 185th Street, New York. The entry back into the Cameroun postal service is seen by the addition of Cameroun stamps from the two Free French issues above mentioned (totalling $12^{F}30$ and $25^{F}30$ respectively) which were date stamped Douala Cameroun 30 July 1943.

No Cameroun registration was affected but the covers went by registered service to their new destination of New York according to the backstamps of Douala, Lagos, Miami and New York. The initial one was Douala. Chargements 31 July 1943 - strangely enough, the day after the first acceptance by the Douala Post Office. The covers did not reach New York until 3 September 1943.

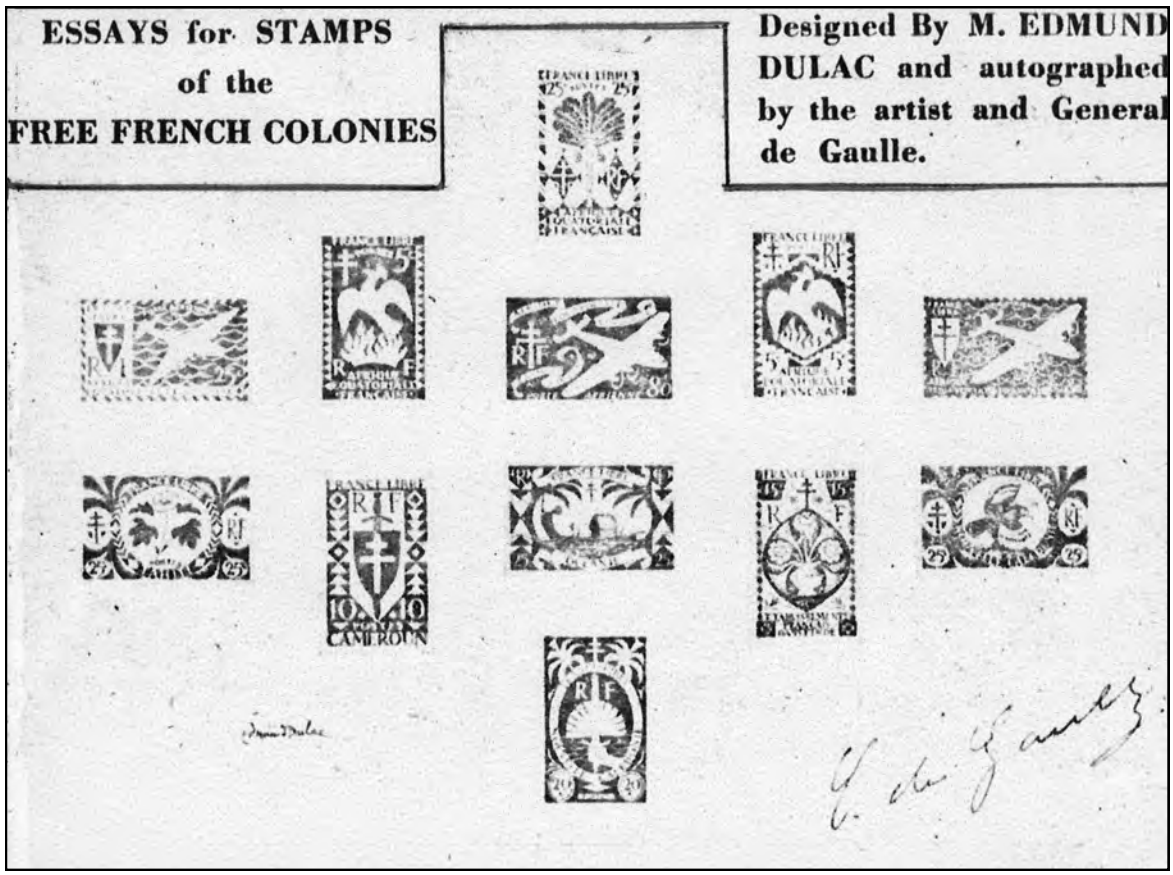


Figure 3

Photocopy of essay for stamps of the Free French colonies including Cameroun, which appeared in *Stamp Collecting* 4 October 1941. Mounted and framed, the display was signed by the artist Edmund Dulac and the Free French leader, General de Gaulle

It is to be noted that in each top left hand corner the words 'First Day Cover' have been written in black ink, probably by the same hand responsible for the change of address. But does this refer to the definitive stamps or to the air mail ones or, most unlikely, both? Moreover, to which of the two consecutive Douala return postmarks (30 and 31 July 1943) could the first day apply - presumably the first?

How can the gap of one year between the covers' arrival in Douala in 1942 and their postal re-entry there in July 1943 be explained? Were the 'Harrison' air mails printed in 1942 but for some reason their release delayed until the following year? Was the addressee, di Pierno, (noted elsewhere as a recipient of philatelic mail) or his correspondent in Douala somehow aware of a rescheduled release date and made postal arrangements accordingly with a contact within the Post Office?

As mentioned, H.G. Porter (Ref. 2) stated the 'Harrison' air mails were released in London 'about' 7 October 1942. But essays for same were apparently prepared the previous year.

As illustrated in *Stamp Collecting* of 4 October 1941, a display of Dulac's designs for both the definitive and air mail stamps of the Free French Colonies, including Cameroun, signed by Dulac and General de Gaulle was mounted and framed. (Figure 3, with apologies for the quality of the reproduction). According to H.G. Porter, this was offered at an auction held on behalf of the Duke of Gloucester's Red Cross Fund on 30 December 1941 realising £200.

The stamps may well have been released initially in 1942 for sale to London philatelic dealers to help fund the Free French cause and only at some later but unspecified date in Cameroun for postal use. Whether the inscription 'First Day Cover' on these items bearing stamps date stamped 30 July 1943 is indeed correct remains to be confirmed from official records - if still existing? The 'di Pierno' covers would, however, appear to evidence the earliest postal usage so far recorded in Cameroun of the 'Harrison' air mails, whatever gerrymandering took place.

References

1 May R., "Cameroun Harrison Airmail Stamps", *Cameo*, Volume 13 p87, WASC June 2012
2 Porter H.G., *Free French Cameroons* (Series in *The Philatelist* 1957)

Unusual Nigerian Postmarks - A Caveat

Bob Maddocks

Readers of the May 2013 issue of Gibbons Stamp Monthly will have seen the interesting article by David Horry *The Postmarks of Nigeria within the King George VI Period 1937-1953*.

In it, as Figure 15 (*not shown here - Ed.*) he illustrated, somewhat out of context, a QEII Nigeria 2d definitive stamp said to bear a thumbprint by way of postal cancellation. Though Mr. Horry did venture that he though such cancels were generally to be eschewed, the then editor of GSM pointed out that these thumbprint strikes were, according to similarly used stamps in his own collection, indeed postal cancellations..

With respect, this could not have been the case - in any event postal counter staff would hardly have been illiterate and have disregarded the use of official date stamps. Even WAWA can not here be involved!

Since the stamp illustrated in the article is not on cover it is most unlikely to have been postally used. In fact, from my own contemporary experience both in Nigeria and the Cameroons, this particular stamp in all certainty came off a simple commercial cash receipt, being originally affixed thereto as a legal requirement under the Nigerian Stamp Act. A cash receipt for £2 upwards attracted stamp duty of 2d, evidenced by an adhesive postage stamp(s) which was duly cancelled by the receiver's signature (or thumbprint if he/she was illiterate) tying the stamp to the receipt itself. Such receipts were quite commonplace on daily banking routine, as personally experienced.

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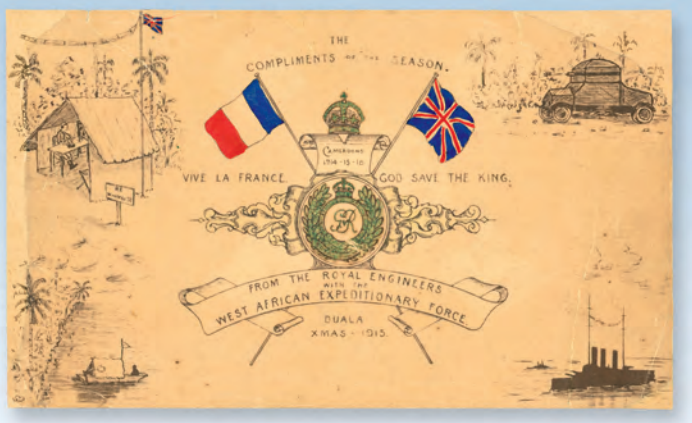
C.G.

Cameo 14/03

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