CAMEO

The Journal of the West Africa Study Circle



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Front Cover

On 1st April 1916 Cameroun had been partitioned between French and British administrative areas. This 100 year old cover sent from the French sector (possibly from Yaounde) to the British sector shows simultaneous use of a old German Duala cancel, a new French Duala cancel and a British skeleton cancel of Victoria.

Editor's Notes

Thank you to all the members who responded to my appeal for longer articles for this special edition of *Cameo,* whole number 100. I hope everyone enjoys this super-sized 128 page issue. For issue number 101 in June 2017 we will revert to the usual size of 60-68 pages. Ironically, despite the size of this issue, a couple of items still needed to be held over until June if we were to get the copy to the printers on time; notably the Nigerian newspaper article discussing the future of Nipost and a report of results from the John Sacher auction at Spink in December 2016. Somehow, it seems especially appropriate that this unique issue of Cameo should include the obituary of John Sacher - a very special philatelist, member of WASC and achiever in several fields.

The next issue will be edited by me, datelined June 2017, and the copy deadline is 31 May.



Rob May

Barry Burns apologises for the lack of any South Atlantic content in this edition because of his involvement with non-philatelic activities, but will ensure the next two issues redress this imbalance.

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Editorial Policy

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

Scope

The West Africa Study Circle studies the postage stamps and postal history of The Gambia, Gold Coast/Ghana, the Nigerias, Sierra Leone, 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.

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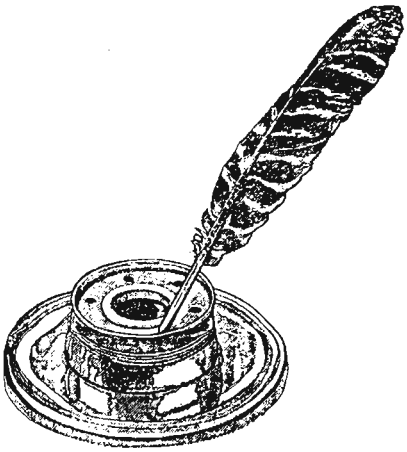
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Letters to the Editor

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

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

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

Rob May & Barry Burns

Appreciation

Dear Barry and Rob,

As the 100th issue of *Cameo* approaches, I want to say how much I enjoy this excellent journal. I joined WASC in 1978 and have watched it develop since then. Content has always been good, but now there is so much more with increased size, three issues per year and, of course, use of modern technology.

Credit for the high standard rests with the editors over the years. Set earlier by Jeremy Martin, Robert Nelson and Frank Walton, this is currently maintained by Barry and Rob.

Congratulations and thanks to all concerned. Here's to the next 100 issues.

John Hossack
Leighton Buzzard

Congratulations

Dear Rob and Barry,

I want to share with you both some news that is both exciting for me personally and a testament to the editorial approach you have implemented in *Cameo*.

This year the Chicagopex show allowed individual articles to be submitted for the Literature Exhibition. I decided to enter my article "*The Bathurst Connection: The Centrality of Gambia to the Development of Transatlantic Air Mail*" as you published it in 2014. I was thrilled to learn that we had been awarded a Gold Medal in Literature! I say "we" to include *Cameo* as a publication.

Allow me to quote from the Judges' Exhibit Evaluation Form: "Congratulations to *Cameo* for accepting long articles like this in their normal journal run."

I have had conversations with philatelic friends who also noted the infrequency with which philatelic journals publish lengthy articles. Several expressed the desire to see *Cameo* and other journals publish more such lengthy research pieces.

Thank you both for having the vision to allow me a platform for sharing a scholarly work in *Cameo*. I very much appreciate it.

Gary Loew
Atlanta, GA

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

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

Publications Committee Chairman is Rob May

Togo Censor

Dear Rob,

I refer to Martin J.J. & Walton F.L., *Togo: The Postal History of the Anglo-French Occupation 1914-1922*, p87. The censor tape illustrated there is reported used from 8 November 1915 to 25 July 1916.

I can report seeing this tape on cover from Lome sent 28 August 1915 to Holland, arriving at Schiedam on 16 September 1915, via London on 10 September 1915. The cover was in Gärtner's most recent auction sale.

John Mayne
Bridgnorth

Slave Trading in Sierra Leone

Dear editors,

John Hossack, in "From Hero to Villain in Sierra Leone" (*Cameo* 99), mentions the "uneasy peace between the British and the local people, aggravated by the persistence of slave trading."

Slave trading in Sierra Leone, circa 1889, involved the robust *internal* demand for slave labour. Domestic servitude continued to be legal in Sierra Leone until 1928 when a "slave revolt" led the colonial authorities to outlaw the practice. If my Sierra Leonean informants are to be believed, it continues today in subtle and hidden ways.

In my book, *The African American Odyssey of John Kizell* (2011), I tell the story of a Sierra Leonean born in the Gallinas Region in 1760, not far from Sulima, where the unfortunate Robert Copland Crawford served in the Frontier Police.

Kizell was transported to slavery in Charleston, South Carolina, just prior to the American Revolution. He joined the British army in 1780 and eventually returned to Sierra Leone as a free man. Resettled on Sherbro Island, he courageously agitated among the chiefs and African slave traders to stop selling their people into human bondage.

According to Christopher Fyfe, in *A History of Sierra Leone* (Oxford, 1962), Crawford already was very ill and semi-paralyzed when he participated in the beating death of his servant. He was defended at trial in Freetown by the legendary Sierra Leonean barrister, Sir Samuel Lewis.

Kevin Lowther
Springfield, VA

Book on Nigeria postal stationery

Dear Rob,

I have started work on a book on Nigerian postal stationery covering Lagos, Oil Rivers/Niger Coast, Southern Nigeria and Nigeria until around the year 2000 when postal stationery was discontinued by the Nigerian Post Office.

Essays and proofs in private hands are apparently rather uncommon for this particular area according to the sources I have (mostly Ince & Sacher and the December 1978 Robson Lowe sale apart from items in my own collection), but I would like to include illustrations of as many of these as possible in the book, so I would be grateful if any members in possession of any of these would email me scans or send me photocopies including measurements of what they have (full discretion guaranteed if requested).

Also major printing errors are of great interest. Regarding aerogrammes, any information not already included in Ray Harris' excellent monograph would be much appreciated.

Peter Hørlyck
Denmark

Another Lagos inverted watermark

Dear Rob,



My first thought on reading Simon Heap's article in the latest *Cameo* about the discovery of a Lagos 3d with an inverted watermark, was that I also have one of those. However, looking closer at it, it turned out to be an earlier issue as it has the Crown CC watermark, perforated 14 and in the red-brown colour, so I guess it would be catalogued as SG 12w. I hope readers will be able to see the inverted CC at the top of the stamp.
The stamp has several short perfs and because of this I bought it for only £10 at the Autumn Stampex 1996.

Peter Hørlyck
Denmark

Access to the internet?

Then visit 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
Other recent additions include documents by WASC members including information on Air Routes and Nigerian Postmarks, with extra material frequently added

Obituary - John Sacher CBE FRPSL
1940 - 2016

Philip Beale FRPSL



John became a member of our Study Circle in the 1973 and was our President during 1985-86. His first collection was of the stamps of Gambia but this soon moved to an interest in its early postal history and then to the early postal history of all British West Africa and Liberia. He was study editor for maritime mail and for Lagos for WASC. More recently he disposed of his postal history after 1875 but his study of the earlier mails continued until the end. He was a keen collector of maps and of all books and publications on early West Africa. He gave us several displays of splendid material.

Apart from actively supporting other publications of the Circle he was responsible for two major books. The first was composed with Jack Ince on *The Postal Services of the British Nigeria Region*. The second was *The Postal Services of the Gold Coast to 1901*, which he edited with five other Circle members.

John was an active member of the Royal Philatelic Society London of which he became President in 2007 and was responsible for their publications for several years. His career after Oxford University began with the firm of Samuel Montague before he moved to Marks and Spencer where he became a Director and Vice-Chairman. Another of his interests was in music where he served on the executive committee of the Royal College of Music. His founding of the Westminster Forum and his work to improve the understanding of MPs in industry together with his support of charities led to his receiving the CBE.

He was a delightful and kind man who will be greatly missed by all his friends and particularly his wife of over forty years, Buffy.

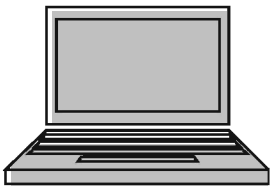
The Post Office at Obot Idim, Nigeria in 2016

Eddy Akpan

I visited this post office in early 2016 and took these photographs. It is open but appears not to be much used.

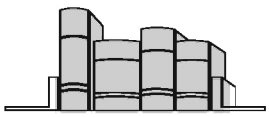






Sources

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



For all WASC book orders and payments please contact the Treasurer (address on contents page). Authors will distribute their own new publications to members, whilst distribution of purchases from older stock is arranged via the Treasurer.

Digital versions of *Cameos* 1 to 20 are now freely available on the WASC website. Follow the link from the home page to "Cameo" then use the link to the digital copies. They may be downloaded as PDF or read directly on the screen as 'flipbooks'. Further issues will be added as time allows.

🕮 *Gabon and Rio Muni: French Political and Postal Activity in Spanish Equatorial Africa 1839-1906* by Bill Mitchell; 23 page monograph, b&w illustrated; published by the author November 2016, card covers, no ISBN, available upon application to the author at 41 Graemesdyke Avenue, East Sheen, London, SW14 7BH Review by Rob May

The history of Spanish trading and territorial claims in Africa has been comparatively neglected. The first part of this booklet is in the nature of a literature review, compiled from the fragmentary references known to the author, reconstructing in date order the early history of Spanish Equatorial Africa. It has clearly not been an easy task and has highlighted a number of gaps in the historical record which would benefit from further research in official archives. It is evident how little investment Spain and France put into their paper interests in Equatorial Africa. In this case the "Scramble for Africa" was mostly a matter of putting colours onto maps of Africa during Treaty negotiations between the European powers, making little difference to the security and economic development of the indigenous populations. As a result, postal history is scarce.

Part 2 provides an analysis of the postal history, much of which has previously been published in three articles by Bill Mitchell in Cameo in 2003, 2007 and 2009. These have been fully revised and enhanced into a single narrative, with an index of all the Rio Muni cancels known to the author as at December 2015.

This is Bill Mitchell's first (and maybe last) monograph. I commend his excellent effort to provide a firm foundation for further study by others into both the history and philately of this little known territory.

Articles of Interest Published in Other Journals

Members are invited to contact either editor by e-mail, post or telephone when they notice any article they may feel might be of interest to other members. Articles which we hope to reproduce in *Cameo* at a future date are not usually listed here.

Journal of the France & Colonies Philatelic Society, Volume 66, no. 4, December 2016
pp135-136, Mystery solved: non-postal Cameroun date-stamp identified, by Michel Collet & Marty Bratzel
pp141-143, Catalogue review; Stanley Gibbons French Colonies 1st edition 2016, by Michael Round

Civil Censorship Study Group Bulletin, volume 43, no.3, July 2016
pp82-83, WW1 - the French Censorship Commission in London, by Graham Mark

Linns Stamp News, December 2016
http://www.linns.com/news/world-stamps-postal-history/2016/december/postal-history-atomic-bomb-world-war-ii-stamps-covers-philately.html
by Ken Lawrence. Includes further information about the use made of Pan Am FAM 22 for uranium shipments from Katanga

Lagos, Southern and Northern Nigeria, and Nigeria Government Gazettes acquired on behalf of WASC

Dr Simon Heap

The Royal Philatelic Society London recently divested itself of its holdings of the Government Gazettes of many British colonies, including Lagos, Northern Nigeria, Southern Nigeria and Nigeria. After checking with the then librarian, Nancy Bryan, what was in the basement 'pantry' under the road outside number 41 Devonshire Place, and agreeing with WASC officers that it was a good idea to rescue these items from the 'skip', I drove down from Oxford and collected a car-full of documents [see photo].



The government gazette was the 'in-house' newsletter for the colonial government, listing staff changes, administrative notices, and new and amended laws. There were 'ordinary' gazettes issued weekly, fortnightly or monthly. There were 'extraordinary' gazettes and 'supplements' which were issued periodically to cover important general issues or legal instruments like Ordinances and Orders-in-Council. Helpfully there are detailed indexes to a year which aids the finding of names, places and events.

Weighing a couple hundred kilogrammes and in mint condition, none of the gazettes are bound (with one exception of Lagos 1899, and that is a bit dog-eared). Yearly bundles have been divided into six month bundles for ease of storage in my loft.

I am holding them on behalf of WASC. Now what to do with them? Scan the lot and put on our website; do some research and extract only the postal material and make that available through the website and *Cameo* [see article in this issue on Lagos, 1903].

We could do either of the above actions and then donate them to an institution like the Bodleian Library of Oxford University, or to the Nigerian National Archives at Ibadan.

By the way, the Bodleian has a run of *Nigeria Gazettes* from 1930 to 1966 but only a handful of issues from earlier times. The Ibadan archive has some gazettes but would no doubt welcome additions to its stock. In both of these latter scenarios WASC might consider contributing to binding the loose issues into yearly volumes.

The runs of gazettes are not complete. Maybe other members have gazettes of these colonies in their collections. And what about the other British colonies of West Africa? Over the years I have heard some eloquent summaries of who has what, but don't recall anything listed in *Cameo*. Here is what I hold on behalf of the Study Circle:

Lagos
These gazettes are in very good condition. All are string bound. There is a complete run from 1 January 1899 to 30 April 1906, the day before Lagos amalgamated with Southern Nigeria.

Holdings:

1899, with index (bound volume)	**1903**
1900	**1904**
1901	**1905**
1902	**1906, Jan-Apr**

Northern Nigeria
These gazettes are in very good condition. Double stapled (in rusty condition, but not disintegrating or near text).

Holdings:

1900 missing	**1905**	**1910, with index and Extraordinary**
1901	**1906, *Extraordinary only***	**1911, with index and Extraordinary.**
1902	**1907, *August only***	**1912, with index and Extraordinary**
1903, with index	*1908-09 missing*	**1913, with index and Extraordinary**
1904		

Southern Nigeria
These gazettes are in very good condition. String bound to April 1906, then stapled (rusty, but not disintegrating or near text).

Holdings:

1900 missing	**1906, May-Dec, with index and Financial Annual Report, 1905**	**1910, Jul-Dec, with index**
1901, with index	*1907 missing*	*1911, Jan-Jun missing*
1902	**1908, Jan-Jun, with index**	**1911, Jul-Dec, with index**
1903, with index	**1908, Jul-Dec, with index**	**1912, Jan-Jun, with index**
1904	**1909, Jan-Jun, with index to all of 1909**	**1912, Jul-Dec, with index**
1905	**1909, Jul-Dec, with Financial Annual Report, 1908**	**1913, Jan-Jun, with index**
1906, Jan-Apr	**1910, Jan-Jun, with index**	**1913, Jul-Dec, with index**

Nigeria
These gazettes are also in very good condition.

Holdings:

1914, Jan-Jun, with index	**1927, with supplements**
1914, Jul-Dec, with index	**1928, with supplements**
1915 missing	**1929, with supplements**
1916, Jan-Jun, missing	**1930, with supplements**
1916, Jul-Dec, with index, with supplements	**1931, with supplements**
1917 missing	*1932 missing*
1918, with index, with supplements	**1933, with supplements**
1919, with index, with supplements	**1934, with index, with supplements**
1920, with index, with supplements	**1935, with index, with supplements**
1921 missing	**1936, with index, with supplements**
1922, with supplements	**1937** missing, **with supplements**
1923, with supplements	**1938, with index**
1924, with index, with supplements	***1939, Jan-Aug***, *missing,* **but with supplements**
1925 *missing,* **with supplements**	**1939, Sep-Dec, with supplements**
1926, with index, with supplements	

Gold Coast 1875 6d Frame Flaw

Jeremy Martin FRPSL

The only plate 1 flaw on the 1875 values so far recorded is on row 1 stamp 1; a break in the inner frame line upper right (Ref. 1).

In the May 2016 issue of *Stamp and Coin Mart* there is an article by Ed Fletcher (who does not appear to be a member of the Study Circle) entitled *A Colony with Golden Prospects...* about the Gold Coast.

The Colony's first three stamps, SG 1-3, are reproduced substantially enlarged. The 6d value, reproduced here as Figure 1, shows a large break in the inner frame above the E of POSTAGE. This is not in the same position as the other flaw. Has anyone recorded this?



Figure 1

Reference

1. Sacher J.(ed), Beale P., Ensor M., Martin J., and Newroth P., *The Postal Services of the Gold Coast to 1901*, pp209-210, RPSL, London 2003

Lagos Government Gazettes, 1903

Dr Simon Heap

As an example of what can be gleaned from the Gazettes that WASC now holds, here is postal information extracted from the *Lagos Government Gazettes* of 1903.

Western Mail Launch Service
In October 1903, Master of Government Vessels R. L. Routh announced that, "it is hereby notified for general information that from the 1st November 1903, the rates for the Western Mail Launch Service will be as follows:

Monday	**1st Class**	**3rd Class**	**Departure**	**Arrival**
Lagos to Topo	10s	4s	8am	12 noon
Topo to Badagry	4s	1s 6d	12.30pm	1.30pm
Badagry to Ajara Hulk	5s	2s	2.30pm	3.30pm
Ajara Hulk to Porto Novo	5s	2s	3.45pm	5.54pm
Lagos to Badagry	12s	5s		
Lagos to Porto Novo	18s	6s		
Return journey: Tuesday				
Porto Novo to Ajara Hulk	5s	2s	8am	9.15am
Ajara Hulk to Badagry	5s	2s	9.30am	11am
Badagry to Topo	4s	1s 6d	11.30am	12.30pm
Topo to Lagos	10s	4s	1.30pm	5.30pm
Badagry to Lagos	12s	5s		
Porto Novo to Lagos	18s	6s		
Porto Novo to Badagry	8s	3s		
Porto Novo to Lagos	10s	3s 6d		

No passengers were allowed to sleep on board the launch at Porto Novo. Parcel and baggage rates were: half cwt free, and two shillings for each extra half cwt. Livestock was not allowed on board. The notice went on, "Special endeavours will be made to ensure punctuality, but it must be understood that the Government will not be responsible for delay of any kind. The Master of Government Vessels, or any Officer representing the Government, is authorized to shut out passengers and baggage if he considers the launch overcrowded." (Ref. 1)

A month later, "It is hereby notified for general information that the Government Mail Launches to the Eastern and Western Districts will resume their running in accordance with the ordinary Time Tables." (Ref. 2)

Eastern District Mail Launch

The Mail Launch left Lagos three days earlier than the market day at Agbadu and returned the morning after the market had been held.

Names of places	1st Class	3rd Class	Departure	Arrival	Notes
Lagos to Ikorodu	5s	1s	8am	10.30am	1st day's run
Ikorodu to Epe	5s	1s 6d	11am	6pm	
Epe to Leckie	2s	1s	8am	10am	2nd day's run
Leckie to Igbogun	1s	6d	10.30am	1.30pm	
Igbogun to Atijere	1s	6d	2pm	4pm	
Atijere to Aboto	1s	6d	4.30pm	6pm	
Aboto to Igbobini	3s	1s 6d	8am	4pm	3rd day's return
Igbobini to Agbaji	1s 6d	6d	4.30pm	5.30pm	
Return journey					
Agbaji to Igbobini	1s 6d	6d	8am	9am	1st day's run
Igbobini to Aboto	3s	1s 6d	9.30am	5.30pm	
Aboto to Atijere	1s	6d	8am	10am	2nd day's run
Atijere to Igbogun	1s	6d	10.20am	12.30am	
Igbogun to Leckie	1s	6d	1pm	3.20pm	
Leckie to Epe	2s	1s	4pm	6pm	
Epe to Ikorodu	5s	1s 6d	7.30am	2.30pm	3rd day's return
Ikorodu to Lagos	5s	1s	3pm	5.30pm	

The same rules and regulations as the Western Mail launch were then listed. (Ref. 3)

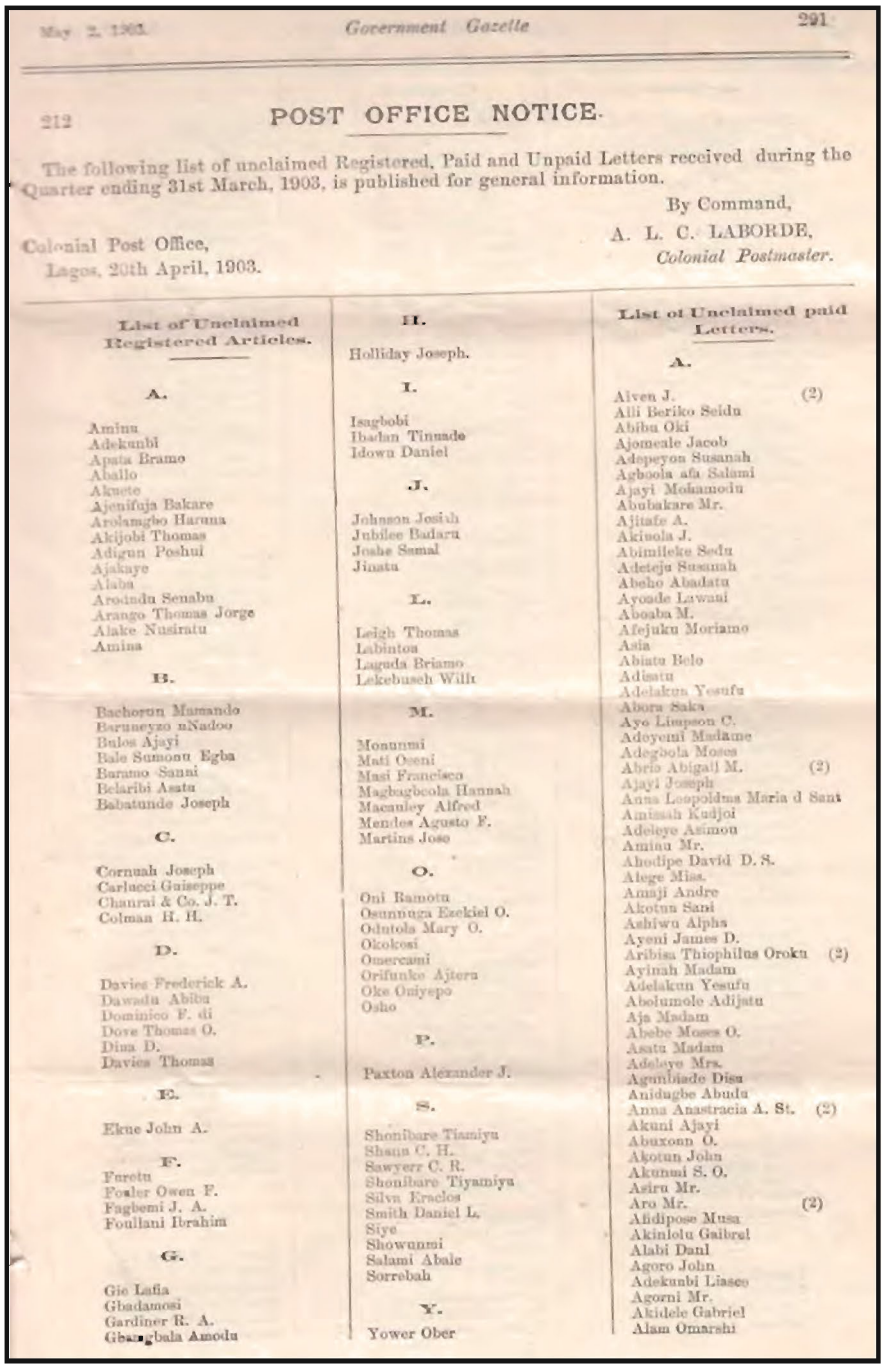
Post Office Finances

By collecting the monthly figures published in gazettes of 1903 and early 1904, a table of revenue and expenditure by month can be compiled for 1903 (in £.s.d): (Ref. 4)

Month of 1903	Revenue	Expenditure
January	204.6.7	100.6.9
February	159.19.7	104.17.1
March	203.15.0	92.4.6
April	269.3.1	203.16.5
May	216.1.2	130.3.0
June	307.2.8	102.8.9
July	229.0.0	108.8.2
August	183.3.11	63.7.5
September	239.8.4	148.17.6
October	202.11.7	74.11.10
November	170.19.5	99.4.8
December	209.5.3	96.3.5

Unclaimed Post

In May, over four pages, the Government listed all the unclaimed registered, paid and unpaid letters from the first three months of the year. (Ref. 5) The first page is shown here.



May 2, 1903. *Government Gazette* 291

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POST OFFICE NOTICE.

The following list of unclaimed Registered, Paid and Unpaid Letters received during the Quarter ending 31st March, 1903, is published for general information.

By Command,
A. L. C. LABORDE,
Colonial Postmaster.

Colonial Post Office,
Lagos, 20th April, 1903.

List of Unclaimed Registered Articles.

A.

Amina
Adekunbi
Apata Bramo
Aballo
Akuete
Ajenifuja Bakare
Arolangbo Haruna
Akijobi Thomas
Adigun Poshui
Ajakaye
Alaba
Arodadu Senabu
Arango Thomas Jorge
Alake Nusiratu
Amina

B.

Bachopun Mamando
Baruneyzo uNadoo
Bulos Ajayi
Bale Sumonu Egba
Baramo Sanni
Belaribi Asatu
Babatunde Joseph

C.

Cornuah Joseph
Carlucci Guiseppe
Chanrai & Co. J. T.
Colman H. H.

D.

Davies Frederick A.
Dawudu Abibu
Dominico F. di
Dove Thomas O.
Dina D.
Davies Thomas

E.

Ekne John A.

F.

Furetu
Fowler Owen F.
Fagbemi J. A.
Foullani Ibrahim

G.

Gie Lafia
Gbadamosi
Gardiner R. A.
Gbangbala Amodu

H.

Holliday Joseph.

I.

Isagbobi
Ibadan Tinnade
Idowu Daniel

J.

Johnson Josiah
Jubilee Badaru
Joshe Samal
Jinatu

L.

Leigh Thomas
Labintos
Laguda Briamo
Lekebuseh Willt

M.

Monunmi
Mati Oseni
Masi Francisco
Magbagbeola Hannah
Macauley Alfred
Mendes Agusto F.
Martins Jose

O.

Oni Ramotu
Osunnuga Ezekiel O.
Odutola Mary O.
Okokosi
Omercami
Orifunko Ajtera
Oke Oniyepo
Osho

P.

Paxton Alexander J.

S.

Shonibare Tiamiyu
Shasu C. H.
Sawyerr C. R.
Shonibare Tiyamiyu
Silva Eraclos
Smith Daniel L.
Siye
Showunmi
Salami Abale
Sorrebah

Y.

Yower Ober

List of Unclaimed paid Letters.

A.

Alven J. (2)
Alli Beriko Seidu
Abibu Oki
Ajomeale Jacob
Adepeyon Susanah
Agboola afu Salami
Ajayi Mohamodu
Abubakare Mr.
Ajitafe A.
Akinola J.
Abimileke Sedu
Adeteju Susanah
Abeho Abadatu
Ayoade Lawani
Aboaba M.
Afejuku Moriamo
Asia
Abiatu Belo
Adisatu
Adelakun Yesufu
Abora Saka
Ayo Limpson C.
Adeyemi Madame
Adegbola Moses
Abrio Abigail M. (2)
Ajayi Joseph
Anna Leopoldina Maria d Sant
Amissah Kudjoi
Adeleye Asimou
Aminu Mr.
Ahodipe David D. S.
Alege Mias.
Amaji Andre
Akotun Sani
Ashiwu Alpha
Ayeni James D.
Aribisa Thiophilus Oroku (2)
Ayinah Madam
Adelakun Yesufu
Abolumole Adijatu
Aja Madam
Abebe Moses O.
Asatu Madam
Adeleye Mrs.
Agunbiade Disu
Anidugbe Abudu
Anna Anastracia A. St. (2)
Akuni Ajayi
Abuxonn O.
Akotun John
Akunmi S. O.
Asiru Mr.
Aro Mr. (2)
Afidipose Musa
Akinlolu Gaibrel
Alabi Dani
Agoro John
Adekunbi Liasco
Agorni Mr.
Akidele Gabriel
Alam Omarshi

PO Mail Notices

On 21st September, Colonial Postmaster A.L.C. Laborde gave notice of "Subscription to Post Office Mail Notices became due on the 1st instant. Subscribers and intending subscribers are hereby requested to forward to this office the sum of 8 shillings to cover the period from 1st September 1903 to 31st December 1904." (Ref. 6)

Postal Staff

Government Gazettes are full of listings of new staff, promotions, resignations, redeployments and other employment details. 1903 was no exception. Put together across several years a career could be charted; but here are the postal staff recorded in 1903, with many inter-related staff movements.

Owen Johnson, Learner, Post Office, to be Messenger, on six months' probation from the 1st March, *vice* E. J. Allen transferred to Ebute Metta. (Ref. 7) He was on three days' leave of absence on full salary from the 23rd September. (Ref. 8)

Allen, Messenger, Post Office, Lagos, promoted to be Postman at Ebute Metta, on six months' probation from the 1st March, *vide* J. A. Adewunmi resigned. (Ref. 9) Allen promoted to be Postman, Post Office, Lagos, on twelve months' probation from the 1st July, *vice* Romao B. Reis resigned. (Ref. 10) Allen dismissed with effect from 22nd July. (Ref. 11)

Reis, Learner, Post Office, to be a Postman, on six months' probation from the 1st April, *vice* Mr E. B. Beyioku promoted. (Ref. 12) Reis resigned 1st July 1903. (Ref. 13) Reis appointed to be a Postman, Post Office, on twelve months' probation from the 1st August *vice* Allen dismissed. (Ref. 14)

Joseph W. Shomake, a Learner, Post Office, to be 3rd Class Clerk, Ibadan, Interior Department, on two years' probation from the 1st April. (Ref. 15) Shomake to be Postman, Ebute Metta, on twelve months' probation from the 1st July, *vice* Allen promoted. (Ref. 16) Shomake then promoted to be Postman, Post Office, Lagos, on twelve months' probation, from the 1st August, *vice* D. S. Antonio resigned. (Ref. 17)

Paul Coker appointed to be Learner, Post Office, on 12 months' probation, from the 1st July, *vice* Shomake promoted. (Ref. 18)

A.R. Disu, Learner, Post Office, promoted to be Postman at Ebute Metta, on twelve months' probation from the 1st August *vice* Shomake promoted. (Ref. 19)

Alexander Taylor appointed to be Learner, Post Office, on twelve months' probation from the 1st August *vice* Disu promoted. (Ref. 20) Actually, Taylor became Learner with effect from 9th August. (Ref. 21)

E. B. Beyioku, Senior Postman, Post Office, promoted to be 6th Class Clerk, on six months' probation from the 1st April, *vice* T. G. Martins promoted. (Ref. 22) Martins, 6th Class Clerk, Post Office, promoted to be 5th Class Clerk, on six months' probation from the 1st April, *vice* Mr. O. O. D May, whose appointment has been terminated with effect from the 24th March. (Ref. 23)

A. T. Coker, 2nd Class Clerk, Post Office returned from leave of absence and resumed duty on the 6th April. (Ref. 24)

The date of the termination of the appointment of Mr Solomon Payne, Paid Learner, Post Office, should be with effect from the 17th January and not as previously published. (Ref. 25)

In a Jury List: J. G. Gonsalo, Clerk, Mail Agency, Bamgbose Street. (Ref. 26)

Overall this proved to be a lengthy but useful trawl through that the gazettes of 1903, giving a flavour of some of the people and events which shaped the postal service of Lagos in that year.

References

1. 'Government Notice', *Lagos Government Gazette*, 24 October 1903, p. 561.
2. 'Mail Launch Service', *Lagos Government Gazette*, 21 November 1903, p. 588.
3. 'Government notice: Mail Launch Service Eastern District', *Lagos Government Gazette*, 21 February 1903, p. 152.
4. *Lagos Government Gazette*, 14 March 1903, p. 233; 25 April 1903, p. 286; 23 May 1903, p. 317; 17 October 1903, p. 558; 7 November 1903, p. 578; 7 November 1903, p. 580; 14 November 1903, p. 583; 14 November 1903, p. 585; 18 December 1903, p. 654; 6 February 1904, p. 115; 27 February 1904, p. 158; 5 March 1904, p. 174. The Crown Agents account was not included in the figures.
5. 'Post Office Notice', *Lagos Government Gazette*, 2 May 1903, p. 291-94.
6. 'Post Office Notice', *Lagos Government Gazette*, 26 September 1903, p. 518.
7. *Lagos Government Gazette*, 14 March 1903, p. 224.
8. *Lagos Government Gazette*, 26 September 1903, p. 516.
9. *Lagos Government Gazette*, 14 March 1903, p. 224.
10. *Lagos Government Gazette*, 11 July 1903, p. 401.
11. *Lagos Government Gazette*, 12 September 1903, p. 501.

12. *Lagos Government Gazette*, 11 April 1903, p. 255.
13. *Lagos Government Gazette*, 4 July 1903, p. 399.
14. *Lagos Government Gazette*, 12 September 1903, p. 500.
15. *Lagos Government Gazette*, 4 April 1903, p. 252.
16. *Lagos Government Gazette*, 11 July 1903, p. 401.
17. *Lagos Government Gazette*, 12 September 1903, pp. 500-01.
18. *Lagos Government Gazette*, 11 July 1903, p. 401.
19. *Lagos Government Gazette*, 12 September 1903, p. 500.
20. *Lagos Government Gazette*, 12 September 1903, p. 500.
21. *Lagos Government Gazette*, 12 September 1903, p. 501.
22. *Lagos Government Gazette*, 11 April 1903, p. 255.
23. *Lagos Government Gazette*, 28 March 1903, p. 245; *Lagos Government Gazette*, 11 April 1903, p. 255.
24. *Lagos Government Gazette*, 11 April 1903, p. 256.
25. *Lagos Government Gazette*, 24 January 1903, p. 62.
26. *Lagos Government Gazette*, 24 January 1903, p. 71.

Togo: the Gold Coast style cancel at Agome Palime

Jeremy Martin FRPSL

John Mayne's interesting article (Ref. 1) about this cancel encouraged me to look at my examples.



Ref 011.02

I am able to add some information:

1916 first Dahomey overprint
- SG25 15c 03 Mar 1922

1921 Second Dahomey overprint
- SG40 5c 12 xxx 1922
- SG41 10c 10 xxx 1921

I have one cover, addressed to Huddersfield, dated 3 March 1922. I acquired this at PHILEXFRANCE in July 1999 for £86.70 which, at the time, I thought was expensive. I now realise it was a bargain.

Palime was originally going to be in the British administrative area, hence AM and PM in the date-stamp. The Anglo-French declaration of 10 July 1919 modified the boundaries and Palime came under French control. This date-stamp was handed over at that time (Ref. 2)

References

1. Mayne J., "The Gold Coast type cancels of Togo", *Cameo*, Volume 15 no 2, pp79-81,WASC, June 2014
2. Martin J.J. & Walton F.L., *Togo: The Postal History of the Anglo-French Occupation 1914-1922*, pp19, 46 & 60, WASC, Sheffield 1995

The Lokoja Oval Handstamp

Ray Harris

The Protectorates of Northern and Southern Nigeria came into being 1 January 1900. Their formation included absorption of the areas administered at that time by the Royal Niger Company (the Niger Territories). This trading company had been active since 1879, generally close to the rivers Niger and Benue, and had reached agreements with some of the native powers. The Company had a number of trading stations around the Niger delta and on the Rivers Niger and Benue. Those in the delta area, in what is now the south-east of Nigeria, were within the new Protectorate of Southern Nigeria. The Company had its northern administration at Lokoja, at the confluence of the Niger and Benue, which fell within Northern Nigeria. However, the West African Frontier Force, formed in 1898 to support the maintenance of order in the area, had its headquarters at Jebba, 200 miles further north on the Niger. When the Protectorate was set up, it was decided that Jebba should be the administrative headquarters, but the Postmaster remained at Lokoja.

Northern Nigeria stamps, in a standard keyplate design, did not arrive in the Protectorate until sometime in April 1900. In the Niger Territories, British postage stamps had been used from 1890 cancelled with the handstamps of the Niger Company, so in the period from 1st January 1900 until the new stamps arrived, GB stamps continued to be used, usually the 1d lilac.

Mail out of Northern Nigeria travelled by river craft from Lokoja to Forcados where it was transferred to a ship to England. Those steamers left Forcados every fortnight, starting on 13th January 1900. To catch a sailing the mail had to leave Lokoja 5 days ahead and Jebba 8 days ahead. The journey from Forcados to Plymouth took 19 days and to Liverpool 21 days.

All mail from Jebba and from other places, whether civil or military, went through Lokoja and was usually postmarked there in addition to annotation at its origin. Until mid-1901 no cancellers were supplied to the new Protectorate, so during 1900 and 1901 the Post Office continued to use the "Lokoja oval", a Niger Company handstamp, which had been in use for a few months prior to formation of the Protectorate. 30th June 1899 is the earliest known.



Figure 1

It was a metal handstamp (Figure 1) of two concentric ellipses; the outer one is 42 x 27mm and the inner 31 x 17mm. It has two cross ornaments, with the right hand one a little higher above the horizontal axis than the left. There is space for two slugs for the date, a single slug for the month and another single slug for the year. The strikes are in violet, although I have one in black which appears to be faked (see later).

The handstamp was used as the postal cancellation on the front of mail emanating from Lokoja itself and also on mail in transit. It was sometimes also stamped on the reverse of an envelope.

Postage rates as follows are recorded in the Northern Nigeria Gazette (Ref.1) of 30 April 1900.

Within cantonments (i.e. within Lokoja, Jebba or Ibi): ½d for every 2oz

Within the Protectorate and to any place in Southern Nigeria on the Niger between the Northern Nigeria frontier and Burutu: 1d per 1oz

To the UK and listed British Possessions: 1d per ½oz

To all other places: 2½d per ½oz

Books and newspapers: ½d for 2oz, 1d between 2 and 4oz, ½d for each additional 2oz

Parcels: 1s.0d. up to 3lbs; 2s.0d. from 3 to 7lbs; 3s.0d. from 7 to 11lbs.

Registration was 2d for letters for all places; foreign and colonial parcels could not be registered.

It is obvious why the 1d stamp is seen on most covers, both before and after the arrival of Northern Nigeria stamps. The piece here (Fig.2) and the next cover (Fig.3) were both posted on the first day of the Protectorate. There would have been little mail posted for delivery within Lokoja, so perhaps the ½d stamp had been on a philatelically inspired cover.



Figure 2

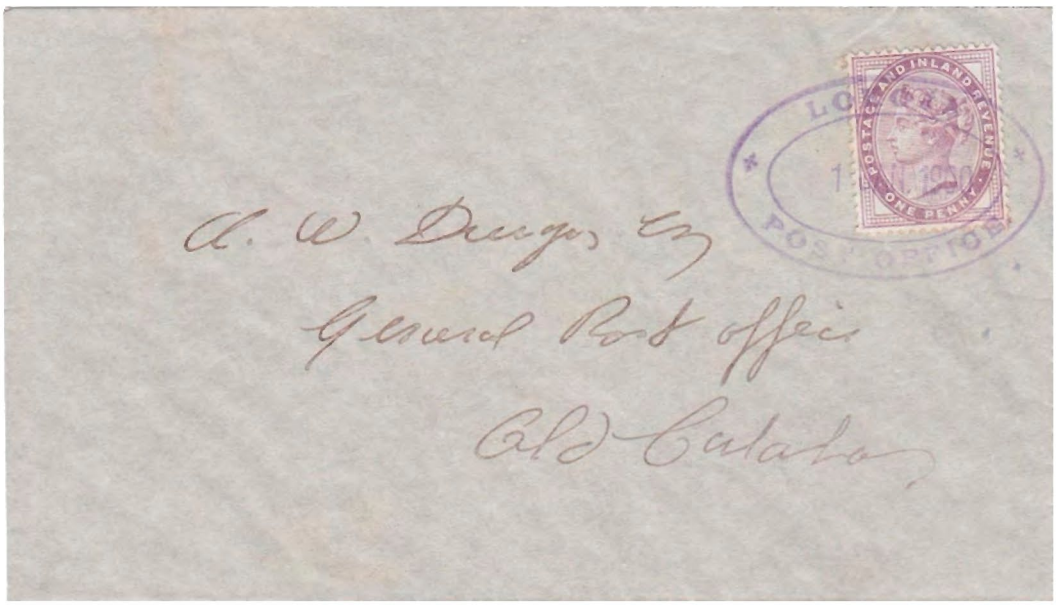


Figure 3
dated 1 JAN. 1900

The writer of the next cover (Fig.4) felt the need to explain why the GB stamp was being used. Note that the stamp has a blue crayon line through it. Other examples have been seen where the writer uses a similar method to make clear that the cover has had a stamp on prior to posting, and to avoid possible re-use.



Figure 4 (x 85%)
Dated 31 MAR. 1900

In Northern Nigeria outside Lokoja there were often "no stamps available". That annotation is often found on covers, especially in the period January – April 1900. They were postmarked with the oval as they passed through Lokoja. (Fig.5) The items were sent through the post but charged with the single rate of postage due when they reached their destination.

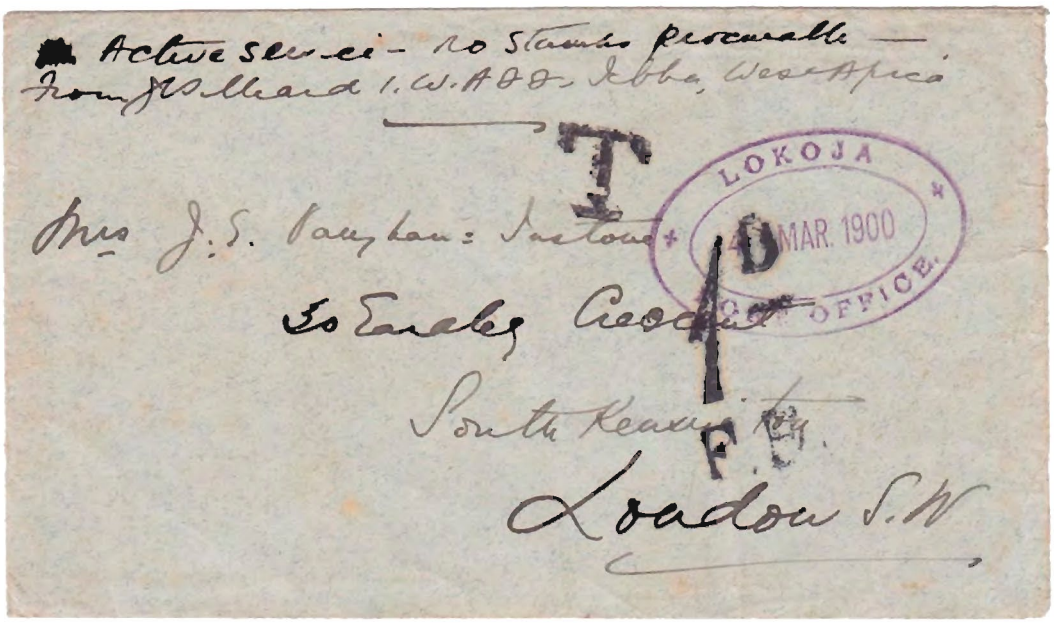


Figure 5
dated 4 MAR. 1900 with a T tax mark applied, presumably, at Lokoja, and with the 1d tax mark of the Foreign Branch in London

The next item (Fig.6) is stamped at the 1/- rate for a parcel. It is noticeable how the inking varies between the copies of the handstamp; presumably the postal clerk did not use the inkpad between each stamping.



Figure 6
The largest multiple recorded

Northern Nigeria stamps were received in Lokoja during April, arriving probably on a ship reaching Lokoja on April 4th and Jebba on the 10th (Ref.2). The High Commissioner, Colonel Lugard, commented in a letter of 9th May (Ref.3) that "the new stamps have arrived and are in general use." After stamps were available and prior to the arrival of a canceller in Jebba in 1901, a local officer there would cancel the stamp in manuscript and the cover would be handstamped at Lokoja. However, the earliest complete cover seen with Northern Nigeria stamps did not receive a cancellation at Lokoja. It is a registered item from Jebba to

Stanley Gibbons in London, dated in manuscript 27 April 1900. Perhaps it was held separately as it was registered. The stamps in Figure 7 are the earliest I have seen used from Lokoja: both are dated April 1900; the 1d value has a visible 6 which could have been as early as 6 April 1900.



Figure 7
both used in April 1900

Figure 8 is a typical cover from Lokoja, dated 19th June 1900 and sent to Ashford in Kent. The other postmarks allow its journey to be traced. It was carried by steamer to Forcados (usually 5 days journey), postmarked on reverse on 25th June, whence it travelled to Britain. It would have travelled on the mail ship leaving Forcados on 30th June, arriving at Plymouth on 19th July. Arrival at Ashford Station was on 20th July.



Figure 8
x 85%

As noted above, the heaviness of inking of the handstamp varies. It is often hard to make out a clear date. In fact Stanley Gibbons at one point received a letter from a correspondent in Northern Nigeria. They comment in the Monthly Journal (Ref.4) that:

> The stamp on our correspondent's letter has been obliterated with an oval postmark in pale violet, and as that has proved ineffective there has also been written across it, in three lines, "Post Office-Tebba-12.8.1900," in *red* ink.

This shows a misunderstanding of the relationship between Lokoja and Jebba (i.e. the Jebba cancel was first) but it did reflect the difficulty of reading a violet postmark on a mauve stamp! Looking at the similar example, shown in Figure 9, one can see why they made that mistake.



Figure 9

It appears that someone has taken advantage of a faint handstamp to fake a black version of the Lokoja oval (Figure 10). While the violet ink is occasionally dark, this one has an E in DEC which is too large, and the "7–" is not a good interpretation of what could be "7." on some dates.



Figure 10

Supplies of stamps appear gradually to have reached outposts within the Protectorate, though it could be that letter writers initially carried their own. Manuscript cancellation was made by the senior administrative or military officer. Examples from Jebba are the most easily found, but from other stations they are scarce. Comparison of dates in manuscript and in the Lokoja oval should give a clue to the travelling time between the outpost and Lokoja. Stamps off cover with manuscript cancellation frequently show a portion of the Lokoja oval too. Stamps with manuscript cancellation and no oval could be viewed with suspicion, although current ink dating techniques would probably offer a secure judgement. The consistency of handwriting on known copies can help to assess genuineness, though I have not yet identified a likely fake.

The cover illustrated here (Fig.11) is from Capt. Cochrane, Military Resident at Bida to Lieut. W. Cochrane in the Channel Squadron, forwarded to Dunmow, Essex. Cochrane was Officer Commanding in Bida (about 100 miles north west of Lokoja and east of the Kaduna River) and had recently been appointed Resident for Nupe Province. The stamp is cancelled with manuscript Bida on 26th April 1901 and Capt. Cochrane's initials JC. The cover was then postmarked on the reverse by the Lokoja oval in violet, dated 29th April 1901. It was also postmarked on arrival in Portsmouth 11th June, forwarded on 12th, arriving Dunmow on 13th June. It probably was taken overland to Egga then by boat to Lokoja and Burutu. It should have reached Burutu in time for the sailing of 6th May but appears to have gone on 20th May.



Figure 11 (x 85%)
passed through Lokoja
on 29 APR. 1901

Some covers postmarked with the Lokoja handstamp have it only on the back; this is more noticeable during 1901 as seen above. This cover also shows that there was no obvious deterioration in the quality of the handstamp.

Eventually the handstamp was replaced by a single ring postmark inscribed Northern Nigeria, with no town name. There appear to have been several of those, allocated to different offices; they can be the subject of a later article. The earliest date I have for the new canceller is 30th July 1901, which is also the earliest recorded by Ince and Sacher. The latest date of use I have for the Lokoja oval is 22nd July 1901, so until recently there was a gap of a few days for which it was unclear which canceller was in use. However, use of the oval to create a wax seal has recently been discovered; it is on a cover dated, with the new canceller, 17th October 1901, from Lokoja to New York (Fig. 12).



Figure 12

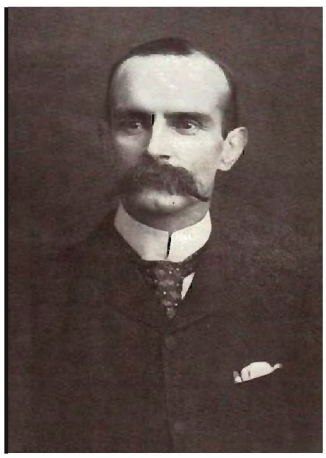
The inference from this is that the date 29 JUL. 1901 was set on the oval handstamp for cancelling mail on its last day of use, and thereafter it was left intact. It would be good to find a cover, or even a stamp, dated 29th July, but it does seem that we know exactly when the oval was last used.

References

1. *Northern Nigeria Government Gazette 30 April 1900* CO586/1 National Archives, Kew
2. *The Postal Services of the British Nigeria Region Prior to 1914,* Ince J., Sacher J. RPSL 1992
3. *Northern Nigeria Original Correspondence* CO446/41 National Archives, Kew
4. *Stanley Gibbons Monthly Journal 31 October 1900* Vol 11 Issue 124 p73

Northern Nigeria's First Postmaster, Frederic Adye

Dr Simon Heap



Frederick Lugard

The British Government chose Colonel Frederick Lugard as the man to be the High Commissioner for the forthcoming British Protectorate of Northern Nigeria, to begin on the 1st January 1900. Yet Lugard had a hard time getting a postmaster for the prospective colony. This article traces Lugard's hiring one, their conduct during the short time he was in post, and his eventual dismissal, owing money to his colonial masters.

The Postmaster, or Postmaster-General, was the most senior appointment in a postal department. Being a Postmaster in a colony where the postal administration was starting from scratch was a tremendous difficult

task: having to build basic infrastructure, employ postal staff from outside the colony, organise the postal and telegraph communication networks and build confidence and trust in a service to deliver letters, postcards and parcels internally, as well as to and from places outside Northern Nigeria.

When Lugard did find what he thought was a good postmaster working in Canada, who he employed on a recommendation, Frederic Adye turned out to be a problematic member of the colonial staff until he left the service in 1901, after 17 months of troubled employment.

Hiring Adye

In a letter to the Colonial Office in August 1899, just a few months before Northern Nigeria was to be declared a new colony, Lugard wrote, "I have no suitable candidate at present for the appointment of Postmaster." (Ref. 1) Two months later, with time running out, the Colonial Office declared, "We have not yet found a Postmaster (salary £350-400) but Colonel Lugard is going to make enquiries and if he is unable to make a recommendation we might ask the General Post Office to 'second' an officer." (Ref. 2) That was not the only vacancy yet to be filled, as for the Telegraph Department: "Two linesmen are required (salaries £250 and £300). For their appointment we might accept the recommendation of the Officer Commanding the Royal Engineers in the country." (Ref. 3)

On 13th November 1899, just six weeks before Northern Nigeria was to come into being, Lugard's hopes were raised; "I have just heard of a very likely man as Postmaster. He is a relation of Mr John Adie and he is employed as a Postmaster in Canada." (Ref. 4) Lugard went on:

> My information comes from a man I rely on and who has just come from Canada and saw him at work. He described him as indefatigable – willingly works till all hours of the night with an experience and justice for our work and exceedingly keen. (Ref. 5)

Lugard drafted a telegram he suggested the Colonial Office should send to the Governor-General, Canada:

> Please offer Adye employed as Postmaster in British Columbia [Penticton] appointment in West Africa. Salary from £250 to £350 and 5 shillings daily local allowance. If considered satisfactory by his superior officer in Canada and subject to being passed as medically fit for West Africa. Leave on full pay for four months exclusive of voyages after 1 years' residence. Should proceed to England at once; passage would be repaid. (Ref. 6)

At the same time, to cover himself against a possible wrong appointment, Lugard cautioned that to avoid any risks of bad hiring, he wrote, "I would suggest offering him an appointment salary between £250 and £350, so that I can see that he is well qualified for Postmaster before reappointing him. If not, I can put him in the Storekeeper's later and for this he would be well qualified as he has been running it there." (Ref. 7) Frederic Robert Adye accepted the posting. He was in his late 20s. His travelling expenses to London from Canada were £31 2s 8d, and board and lodging expenses totalled £7 3s 1½d. (Ref. 8) Adye then sailed from Liverpool to Forcados in Southern Nigeria. Elder Dempster records show that he was supposed to have been on the '*SS Oron*', the ship sailing from Liverpool on 7th February, but he actually caught the '*SS Jebba*' two weeks later on 21st February. (Ref. 9) So although the Northern Nigeria *Government Gazette* declared that "Frederic R. Adye (expatriate) was to be Postmaster from 21 February 1900", he was actually Postmaster from 19th March 1900 but almost immediately he was invalided. He regained his health, and it was reported that Adye was on £300 annual salary from 1st August 1900. (Ref. 10)

On 18th February 1901, Postmaster Adye left Northern Nigeria with a leave of absence of 100 days. (Ref. 11) John Robinson became Acting Postmaster on 16th May 1901. Adye resigned on 19th August 1901 on grounds of ill-health, though this was not reported in the *Government Gazette* until November of that year. (Ref. 12) Assistant Postmaster Mr N. Eleroy Curtis became Acting Postmaster, and then the Chief Clerk at the Secretariat Mr T. G. Robinson became Postmaster from 1st October 1901. (Ref. 13)

Unfulfilled Stamp Orders

In summer 1901, Adye's fitful administration came under official scrutiny. In June, a letter was received by the Assistant Postmaster Curtis from a Mr W. Johnson regarding the ordering of stamps with a letter said to contain £5 note. Lugard asked, "Did Adye receive that note and what did he do with it? Will write later as to way Post Office accounts were kept by Mr Adye." (Ref. 14) A couple of weeks later, it was reported that "F. R. Adye will report later as to the way in which he keeps Post Office accounts." (Ref. 15)

In early July, Adye made an application for more stamps. (Ref. 16) In August, Lugard reported that all the information had been discussed and Adye regretted his inability to furnish full particulars. An angry Lugard was clear: "Mr Adye should make good any deficiency" and "his services should be dispensed with on expiry of leave." (Ref. 17)

Adye stated that Johnson's letters were received and he had handed the money to the Assistant Postmaster and the letter to the Postal Clerk with instructions to forward stamps. He expected to receive notification of return. Adye sent a copy of letter dated 19 August resigning his appointment on grounds of ill-health; Adye then asked for a review of his employment. (Ref. 18)

In a confidential despatch to Joseph Chamberlain, the British Government's Secretary of State for the Colonies, Lugard listed missing remittances which had been sent to the Northern Nigeria Protectorate by various correspondents with their applications for postage stamps. Local auditor Mr Bratt had been asked to investigate the scale of this problem; he concluded that, "There is hardly any doubt that Mr Adye has to account for remittances to the extent of £51 0s 5d." (Ref. 19) Lugard listed summaries of the complainants' cases:

Messrs Whitfield King and Company asked for £16 0s 5d worth of stamps, sent remittance on 3rd August 1900, made up of three £5 notes and two 10 shilling stamps and one 5d stamp (which had been sent to Whitfield King but were damaged in transit and returned with the request they should be exchanged for an intact stamp). Their registered letter was received at Lokoja Post Office and Adye signed an acknowledgment for its receipt in a book kept for that purpose. Owing to the fact, however, that no books or records had been kept at the Post Office at the period under reference to show their transactions it could not be ascertained whether the £15 was included or not in the payments into the Treasury.

Mr Fred S. Smith of 98 Milk Street, Boston, USA: £5 worth of stamps for which he sent a five pound note on 18th October 1900. Bratt reported that Adye signed a receipt for a registered letter which it is stated bore an American postmark of 18th October 1900. (Ref. 20) There was no trace of the £5 having been paid into the Treasury. Smith was not put off by the experience, as a recent OHMS cover sold on eBay showed an official government letter sent to him in August 1902. (Fig. 1)

A stamp dealer at Leipzig sent £10 on 16th November 1900. This remittance could not be traced.

Stanley Gibbons and Company sent £30 in bank notes on 11th December 1900. Adye signed a receipt for a letter bearing the Liverpool postmark of 11th December 1900 and the similarity of dates would point to this being the letter referred to by Stanley Gibbons. However, no trace could be found of the letter in question and the £30 had not been paid into the Treasury.



A registd letter from Northern Nigeria sent on the 12th August 1902 to the U. S. A., franked 2s. 3d.

Figure 1

Therefore, with the last non-payment added to the initial list, Adye's gross liabilities totalled £61 0s 5d. Lugard told his staff to send out stamps to the various persons in response to their unfulfilled orders. He also directed staff for their value be charged against Adye in the Post Office accounts and if Adye was still in England for him to account for the mishandling and pay the amount owed. A letter was drafted to Adye and sent by registered post to him to his last postal address in London; it included the demand that, "The sum of £61.0s 5d was received by him while acting as Postmaster of Northern Nigeria. I am accordingly to call upon you to pay that sum, without further delay, to the Crown Agents for the Colonies to the credit of Northern Nigeria funds." (Ref. 21)

Six weeks later, Lugard added another complainant to the above list: Mr R. Lemoine, 7 Rue de Greffulhe, Paris, France, sent for £10 worth of stamps on 24th September 1901, and did not receive his stamp order. (Ref. 22) Lugard was blazing, and added that £10 to Adye's bill:

> No trace of the receipt of the money can be found – in view of the recent disclosures which incline me to believe that it is highly probable that the money was really sent and duly received, and I have therefore to request that Mr Adye may be called upon to state whether or not it was received by him. If it was, his liability will be increased by that amount. (Ref. 23)

Conclusions

As mentioned earlier, Adye resigned on the grounds of ill-health on 19th August 1901. In the *Annual Report of Northern Nigeria for 1901*, Governor Frederick Lugard wrote a bleak assessment of the postal service's early days and the need for wholesale reform:

> I regret to say owing to the continual illness while in Nigeria, and subsequent resignation, of Mr Adye, the difficulty of procuring any trained Postal Clerks and other cause, I found this Department, on my return, at the close of 1901, in a somewhat chaotic state. The Department needs, and will receive, thorough re-organisation. (Ref. 24)

There is no record in the Colonial Office archive of Adye being pursued for the payment, or even whether it would have legally been hard to prove whether he actually pocketed the money or was merely an incompetent postmaster leading a department whose staff were not doing their basic postal duties right.

In March 1903, the new Postmaster of Northern Nigeria, James Somerville, submitted a lengthy confidential *Report on the Post Office* to the local colonial administration. He detailed what he had found since his arrival on 8th November 1902:

> On taking up duty at Lokoja I found that the Post Office had never been organised by any person who had the least knowledge of Postal Organisation, or indeed of the rudiments of accounting. The system of issuing stamps to outstations as they are asked for and of never requiring proof that the money realized by their sale had been paid into the Treasury must have been originated by a lunatic and carried on by fools. No disciplinary measures have ever been adopted. The officers evidently came and went when they liked. There is no record whatsoever of the errors committed by them and no measures have ever been taken to check their work. (Ref. 25)

So how incompetent was Frederic Adye? Undoubtedly not being fit enough to work hampered his ambitions to get the postal service off to a good start in the new colony. Here is the context in which we should put our view of the first postmaster of Northern Nigeria, a brand new British colony spread over large distances, with a harsh climate, and all colonial staff new to their roles and responsibilities. A postal service is a complex arrangement to set up and manage in the best of times and conditions, but in the early days of Northern Nigeria it proved a very bad experience in the life of young Frederic Adye, much to the dismay of his boss, Frederick Lugard.

Postscript

What became of Frederic Adye after Northern Nigeria? A Colonial Office minute speculates, "He has probably gone back to Canada". (Ref. 26)

Such a minute and his earlier career in Penticton, initially suggested to me that Adye was Canadian. However, he was born in Biddulph, North Staffordshire. In 1902 Adye was living at 19 Priory Avenue,

Hornsey, North London, with his younger brother, Charles, living nearby at 116 Falkland Road. Frederic got married in the early part of 1907 at Newton Abbot to Rosaline Jane Wilson, who was originally from nearby Exeter.

At the time of the 1911 census, Adye was age 39, a typewriter salesman for the Empire Typewriter Company. He was living with Rosaline and their young son Arthur Francis Capel Adye, aged 2 years and 4 months. Arthur would become a Major in the army, but be killed in the Dunkirk evacuation of 1940. In 1912, their second child, Mary, was born.

Living at 2 Vale Avenue in Tunbridge Wells, Frederic Adye died at nearby 7 Lonsdale Gardens on 24th June 1926, aged 55. He left £1,360 18s of effects to Rosalind, who died in 1934. (Ref. 27)

References

Thanks and appreciation for the help of WASC member, Ray Harris, who I sent a draft of this article, which proved a good move as he spotted some chronological mistakes, and his sister, Chris, did some genealogical research which proved highly illuminating.

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2. NA, CO446/6, Minute by Reginald Antrobus, Colonial Office, 26 October 1899.
3. NA, CO446/6, Minute by Antrobus, 26 October 1899.
4. NA, CO446/8, Lugard to William Mercer, Colonial Office, 13 November 1899.
5. NA, CO446/8, Lugard to Mercer, 13 November 1899.
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8. NA, CO584/1, Lugard to Colonial Office, 18 January 1900.
9. Thanks to Ray Harris for the information.
10. 'Appointments', *Northern Nigeria Gazette*, 28 February 1900, p. 47; 'Assumption of duty', *Northern Nigeria Gazette*, 31 March 1900, p. 67; NA, CO 584/1, Lugard to Colonial Office, 21 April 1900; NA, CO584/1, Lugard to Colonial Office, 2 September 1900.
11. 'Leave of absence', *Northern Nigeria Gazette*, 31 July 1901, p. 90.
12. 'Resignation', *Northern Nigeria Gazette*, 30 November 1901, p. 146.
13. 'Appointments', *Northern Nigeria Government Gazette*, 31 July 1901, p. 89; 'Appointments', *Northern Nigeria Gazette*,, 30 November 1901, p. 145. T. Grainger Robinson had problems with drunkenness and alcoholism. Indeed he had been drunk on the voyage out to Northern Nigeria, became unruly during his time out there and died back in England on 20th November 1902 – 'Transfer', *Northern Nigeria Gazette*, 31 December 1902, p. 191; 'Death', *Northern Nigeria Gazette*, 31 December 1902, p. 192. Assistant Postmaster Curtis transferred from the Postal Department to be 2nd Grade Clerk, Audit Department, with effect from 1 October 1901 – 'Transfer', *Northern Nigeria Gazette*, 30 November 1901, p. 145.
14. NA, CO584/1, Lugard to Colonial Office, 1 June 1901. Not the 3 months and 20 days, as stated in *Government Gazette* of 28 February 1901.
15. NA, CO584/1, Lugard to Colonial Office, 15 June 1901.
16. NA, CO584/1, Lugard to Colonial Office, 28 July 1901.
17. NA, CO584/1, Lugard to Colonial Office, 1 August 1901.
18. NA, CO584/1, Lugard to Colonial Office, 30 August 1901.
19. NA, CO584/2, Lugard to Colonial Office, 1 March 1901.
20. NA, CO584/1, Lugard to Colonial Office, 5 December 1901.
21. NA, CO446/22, Lugard to Chamberlain, 17 February 1902.
22. NA, CO446/22, Lugard to Chamberlain, 17 February 1902.
23. NA, CO446/22, Lugard to Chamberlain, 17 February 1902. Ray Harris has a note from the correspondence files that by February/March 1902 the total Adye had to account for was £106.
24. *Northern Nigeria Annual Report*, 1901, p. 24.
25. Nigerian Archives Kaduna [NAK], Secretary, Northern Provinces [SNP] 18/1/23G/1903, James Somerville, Postmaster, Northern Nigeria, to Captain P. W. Anderson, Acting Secretary, Northern Nigeria, 16 March 1903.
26. NA, CO446/22, Minute [by Mercer?], no date [1902].
27. Thanks to Ray Harris's sister, Chris, for information contained in this paragraph.

The Capture of SS *Appam* in 1916

John Mayne

Once in a while Bob Maddocks writes, although we have never met. He kindly sent me a copy of an article from the Daily Telegraph reproduced below.

THE GREAT WORLD WAR

The Daily Telegraph.

LONDON, WEDNESDAY, FEBRUARY 2, 1916

FROM DT. 2 FEB. 2016

MYSTERY OF THE LINER APPAM.

ARRIVAL IN AMERICA WITH GERMAN PRIZE CREW

TAKEN BY ARMED 'RAIDER'

OTHER SHIPS SUNK.

After several days of the deepest anxiety, which was reflected at Lloyd's by the extreme quotation of 90gs per cent. for reinsurance, the Elder Dempster liner Appam, with 186 passengers on board and a crew of 136 officers and men, has arrived safely at the United States port of Norfolk, Virginia, under circumstances so dramatic that they might almost form the basis of some work of fiction, such as those written by the late Mr. Clark Russell.

The Appam is a twin screw vessel of nearly 8,000 tons gross register, built at Harland and Wolff's yard in Belfast in 1913.

It was feared that she might have shared the fate of the Lusitania, the Arabic, the Falaba, the Persia, and other victims of German brutality, and the insurance rate on her at Lloyd's advanced, until on Monday it was raised to 90gs per cent., a figure which means, as a rule, that underwriters have practically abandoned hope.

Just before six o'clock yesterday evening the suspense was relieved by the issue of the following telegram from Reuter's correspondent:

NEW YORK, UNDATED

An Associated Press telegram from Norfolk, Virginia, states that the British liner Appam, about which so much anxiety has been felt, reached the quarantine station off Old Point at half-past six this morning, flying the German flag. She is stated to be in charge of a prize crew from a German submarine.

Shortly afterwards we received the following: Reuter's Agency is informed that an official telegram has been received confirming the statement that the Appam has arrived in America. It is believed that all on board are safe.

A Reuter's telegram from Newport News (which is a few miles from Norfolk), also undated, says: The Appam flew the German man-of-war flag instead of that of the German merchant marine, the intention apparently being to give her the status of a German auxiliary cruiser if possible.

A large number of women and children can be seen on board. Other messages received later state that the Appam has also on board a large number of people belonging to seven other vessels, which are variously stated to have been captured or sunk by a mysterious merchant raider named the Moewe.

FLYING THE ENEMY FLAG.

FROM OUR OWN CORRESPONDENT. NEW YORK, TUESDAY.

Despatches from Norfolk, Virginia, printed here this afternoon report that the British liner Appam, given up for lost, was brought into Hampton Roads to-day flying the German man-of-war flag, with a German prize crew of twenty-two men, commanded by Lieutenant Berg. The passengers say she was captured off the Canary Islands on Jan. 15 by an armed merchant vessel four days after leaving Dakar, in British West Africa. This mysterious vessel disappeared after putting a prize crew aboard. Members of the German prize crew will not disclose either the nature or the name of the attacking boat.

Telegrams from Washington state that reports have been received there that the Appam, since falling into German hands, has been raiding commerce, and this report seems to be confirmed by the fact that the Appam has aboard the survivors of four other ships which have been sunk. If this is true, the Appam will be regarded by the United States as a German auxiliary cruiser, and given a short time in which to leave or be interned. In the event of the prize crew declaring that the Appam is still a merchantman, it is probable that they will be interned and the Appam delivered to her original owners.

LINER BOARDED.

Many details of the capture are still lacking, but passengers' stories suggest the most thrilling adventures since Jan. 15, when a shot was fired across the Appam's bows by an unknown vessel. On the Appam it was thought that the stranger was a pirate ship, and an attempt was made to repel her.

Two guns on the Appam were brought into play, but without effect. Lifeboats were lowered simultaneously from both vessels, some of the Appam's crew seeking to escape, while the stranger sent armed men to board the liner. One of the Appam's lifeboats was crushed between the two vessels.

Captain Harrison, seeing the futility of further resistance, surrendered the Appam. Lieutenant Berg then came aboard and took command with a prize-crew of twenty-two men. The merchant raiders put away and disappeared. Lieutenant Berg refused to discuss the matter, saying only that he brought the prize into Norfolk "because he was sure of decent treatment here."

The Appam had a great dent in her bows just above the waterline, evidently made by shell fire, and she carried two three-inch guns. The port collector at Norfolk boarded the Appam when she crept into port early this morning through a heavy mist. He had had direct word from Washington that the Appam, since being in the hands of the Germans, had raided and sunk two British merchantmen in the Atlantic, but he refused to discuss what he had learned on board.

Only twelve Germans, it was learned, comprised the prize crew, but one of their first actions was to release a score of German prisoners who were being taken to England and arm them.

The Telegraph's coverage of the First World War up to this point can be found at: telegraph.co.uk/news/wwi-archive

Forty years or more ago I bought from a Falmouth dealer a philatelic cover with stamps to the value of 2/2d even though correct postage was only 3d. Only years later did I notice its thickness, suggesting contents, and found inside it another newspaper cutting - this time from the Daily Chronicle of 18 February 1916, as below.

EBRUARY 18, 1916

ELPING T

APPAM PASSENGERS HOME AGAIN.

DIARY OF AN ADVENTUROUS VOYAGE.

SHORT OF FOOD AND COAL.

From Our Own Correspondent.

FALMOUTH, Feb. 17.

After their long and adventurous odyssey the passengers of the Appam, which was captured by a German ocean raider on January 15 last, landed at Falmouth this afternoon.

They seemed none the worse for their extraordinary experiences, and there were many affectionate greetings between friends who had been long separated and who at one time had begun to regard their separation as final.

Among the passengers were Sir Edward Merewether, the Governor of Sierra Leone, and Lady Merewether, C. F. Seton James, Administrator in Lagos, Second Lieut. J. H. Howell, R.N., Mr. William Rowland Chadwick, and Mr. Herbert Densham Smith.

Both Sir Edward Merewether and Mr. Seton James refused to be interviewed on their experiences.

BOGUS INTERVIEWS CABLED.

"We have to make a report to the Colonial Office," said Sir Edward in response to my request that he would give me some account of his experiences, "and until I do that I am precluded from saying anything whatever."

When I pointed out to Sir Edward that long statements from him had appeared in the American Press he laughed. "You are probably as well acquainted with the methods of American journalism as I am," he said. "Need I say any more? I have not said a word to anybody, and I cannot do so now."

A very interesting diary of the voyage of the Appam was placed at my disposal by Mr. Thomas Birmingham, a miner from the Gold Coast, from which I give the following extracts:—

"January 15.—Captured this afternoon by German auxiliary cruiser Moewe, manned by German officers and crew. There had been several steamers of the tramp class captured, and the officers were put aboard the Appam and the steamers sunk by torpedoes from the German cruiser.

"The auxiliary cruiser was for some two or three days after capturing us near us, and then steamed away in the dark for some destination unknown.

FIGHT WITH CLAN MACTAVISH.

"On Sunday evening, January 16, the German cruiser encountered another steamer loaded with frozen meat from the Colonies, called the Clan Mactavish. The latter had a 3-pounder gun on board, and when challenged by the German cruiser to stop, instead of doing so opened fire on the Germans, and a running battle followed.

"There were eleven shots in all fired—seven by the Clan Mactavish and four by the Germans. There were seven Lascars killed on the Clan Mactavish and the second engineer, a white man. It was reported that there were three men killed on the German cruiser. One Lascar died 12 hours afterwards on board the Appam.

"We have been very scantily fed since we were captured, having less than half-rations. The commander of the German cruiser is a perfect gentleman, and has given everybody the greatest consideration, including the officers on the Appam. The German passengers were treated the same as the other passengers.

"Monday, January 17.—The German commander of the Moewe sent a message to Sir Edward Merewether, saying that all the passengers who would give their word of honour and sign a declaration not to take up arms against Germany during the war would be conveyed to their intended destination as safely as possible. The Governor recommended everybody to sign it, as there was no alternative.

REDUCED RATIONS.

"January 30:—No rumours of anything, although we have been captured over a fortnight and steaming all the time. The coal will not last much longer. There are only about five days more provisions on the reduced scale.

"It is very strange that we should be running round the Atlantic for at least two weeks, and could do perhaps for two months if we only had coals and provisions, without any British warship coming to our assistance. What are they doing?

"It was stated by Lieut. Berg, who commanded the Appam, that the Moewe got out of the Kiel Canal on New Year's Day in a fog, and that she passed some British warships, who signalled her and asked if she had seen any Germans about. She replied that there were none, and wished them a Happy New Year. The Moewe was communicated with by the ships as if she was an ordinary British trader.

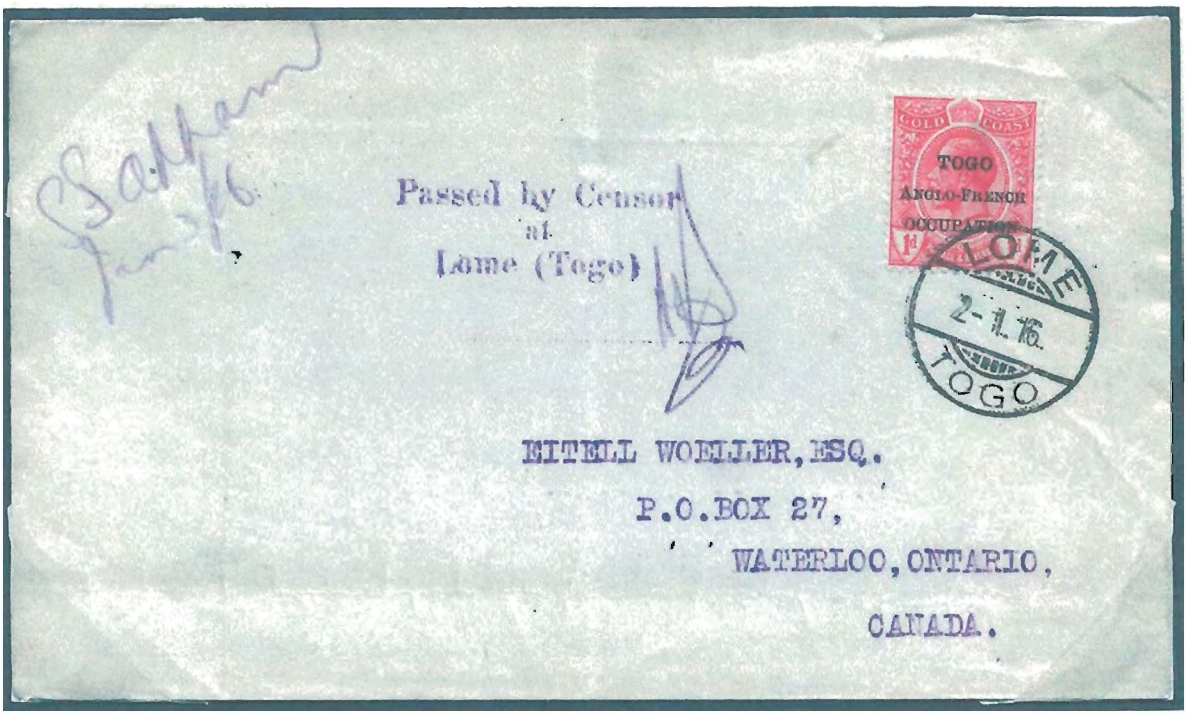
"As soon as the Appam was captured the German prisoners we had on board from the Cameroons realised that they were to be released. They at once started pulling down and breaking the doors of the cabins in which they were prisoners. When released and spoken to by the German officers they became orderly, and carried out sentry and guard duty until our arrival at Newport News.

"It was suggested to us that we should all hand in our firearms and dangerous weapons, and also all telescopes and glasses. Sir Edward Merewether accompanied Lieutenant Berg when this was done. Everything was done regularly. One or two passengers went so far as to hand in their golf clubs, and one gave up a sjambok."

The Daily Telegraph report states after capture the *Appam* was engaged in hostile activities against Allied shipping; given credence by the presence of passengers and crew of four other ships aboard the *Appam*. That suspicion was not necessarily true but the US authorities had to decide whether to treat the ship as a German auxiliary cruiser or as a captured merchantman.

Duncan Haws, in *Merchant Fleets—Elder Dempster Lines* states that the *Appam* was held in the United States whilst the German Government appealed against the retention of both it and the prize crew then, some months after the USA joined the war, the ship was returned to the UK with £2m of gold bullion on board, (arriving in the UK on 13 August 1917: -ref *Yorkshire Post* 14 August 1917). That does not mean the gold was aboard when the ship was captured off Dakar; it is more likely that the American government took the opportunity to help the war effort by shipping some of the Federal gold reserves and other supplies aboard a merchant ship which would otherwise have crossed the Atlantic empty. The *Appam* was then returned to Elder Dempster and re-named *Mandingo*.

Both the German prize crew and ten German prisoners of war who had been aboard the *Appam* when it was captured were interned in the USA until after the end of the war, but the passengers and the Elder Dempster crew were returned to the UK quite promptly, leaving New York on 7 February 1916 aboard the Dutch steamer *Noordam*, (ref Yorkshire Post 7 Feb 1916) reaching Falmouth on 17 February 1916; as described in the *Daily Chronicle* report.



This cover from Togo to Canada was posted on 2 January 1916 and was then carried on this northbound sailing of SS *Appam*. It is back-stamped Waterloo, Ontario on 8th March 1916. It bears the three line Passed by Censor / at / Lome (Togo) and the initials of B. Brooks. The 1d stamp pays the correct British Empire letter rate.

Assuming the mails were released at the same time as the passengers and were then carried from New York to the UK on the same ship, the *Noordam*, in the original sealed bags, that arrival date makes good sense. It would have taken a further ten to fourteen days for this cover to cross the Atlantic for the **third** time, and possibly another week for the UK post office to decide how to handle this unavoidably delayed batch of mails. None of the delayed mail to the UK or anywhere else has been found with any Post Office endorsement to explain the delay.

WWI - British PoW captured on SS *Appam*

Reg Gleave



An envelope addressed to Mrs W.T. McGuire Bate in London was sent from a PoW camp at Rustringen, near Oldenburg, and reached London on 4 April 1916. In the top left of the cover is the handstamp of Kaiserl. Marine Kommando / Der 2 T Matrosen-Artillerie Abteilung.

Captain William Trennick McGuire Bate was a member of the Duke of Wellington's regiment but had been serving with the Nigerian regiment since 1913. He became a PoW when he was on his way back to the UK on *SS Appam*. The ship was captured by the German surface raider *Moewe* on 15 January 1916. Military men and merchant seamen were transferred to *Moewe* which left for Germany, arriving on 4 March 1916. A German prize crew took *Appam* to Norfolk, Virginia.

By May 1916 McGuire Bate was at Osnabruck but was later sent to a reprisal camp at Spandau. From there he went to his final camp at Clausthal. On release Captain McGuire Bate left Rotterdam for Hull on 16 November 1918.

References

1. Beale, Philip, "Sierra Leone; the *Appam* January 1916", *Cameo*, Whole number 30 p262, WASC, July 1989
2. Mayne, John, "The *SS Appam* in 1916", *Cameo*, Whole number 31 pp1-2, WASC, January 1990
3. Maddocks, Bob., "The Great War in Africa - *SS Appam*", *Cameo*, Whole number 33 p56, WASC, January 1991
4. Ensor, Michael, "Another *Appam* cover", *Cameo*, Whole number 58 pp240-241, WASC, January 2003

Note

Jeremy Martin was at a meeting of the Warminster PS where Reg showed this cover and he let Jeremy have a photocopy of the page to forward to this editor.

Perforated Gambia Cameos Review

John Russell

The study of the Gambia Cameo printings predates the journal named after them, with several philatelists adding to the knowledge over the years; however four printed studies now give us a reasonable chance of completing this study.

Ref 1. *The Gambia* by R.E.R. Dalwick with chapters 5 & 6 providing the consignments data which appears to be accurate and gives a foundation of information to work from.
Ref 2. *The Stamps and Postal History of the Gambia* by J. O. Andrew where chapter 6 by C. McCaig completed the study of the 1880-1881 Crown CC issues with the 1887 1d being added by John Rose later.
Ref 3. *The 1883-97 Issue of the Gambian Cameos* by B.I. O'Hara a study using the flaws in complete sheets of stamps to identify the printings including chapters on the printing and perforating of these stamps.
Ref 4. *Gambia Perforated Cameos* by J.F. Rose a very well illustrated study based on dated material including data charts and full details of the material used. (You will need this to fully appreciate this article).

The latter two are excellent studies but not surprisingly have errors of judgement due to the odd bit of missing material. With close study and cross referencing, they can be adjusted to obtain the correct results as new material emerges. My work on the 1922-1938 Elephant and Palm issue while waiting for John Rose to finish his book used a process of cross referencing Dalwick's data with dated material, perforations, watermarks, etc, and manufacturing consistency i.e. if a perforation is proved for one value in a delivery then it is most likely the other values in that delivery will be the same. Also matching the number of stamps in a delivery to the amount of study material available can help indicate the printing. This seems to work but shows that, although Rose's book appears to be correct in the Crown CC issues, it falls down when you look at the inconsistency of manufacturing within his data charts for the Crown CA issues. The discovery of Frank Whitfield's (Ref. 6) undocumented 2d sheet also indicated the need for some rearranging bearing in mind that all sheets with a different perforation setting to others of that value have now been proved to be from a different printing. Displaying my Cameos to the WASC in London forced me to concentrate on the study and rewrite my material with the following conclusions on the Crown CA issues.

Starting with the 3d printings I consider Rose has identified these printings correctly. However I have four sheets of the 5th printing and all have some stamps with the fuzzy L3 characteristics described by Rose; not C1 as stated. This confirms their position in the 6.7.97 delivery by printing process, but with the perforations points up due to the change of the guide dots on the printing plate. Also all four sheets vary in shade enough to be confused with other printings, meaning individual stamps need to be checked for printing characteristics not just shade. Another point is that the amount of material available for the third grey printing and fourth greenish slate printing indicate that the grey is the larger 22,500 stamp printing and the greenish slate the smaller 7,500 stamp printing, but I will not adjust this until I have more proof.

Next, it is now obvious that Rose's 2½d material for the 9th printing belongs in the 6.7.97 delivery especially as there is information available (Ref. 6) instructing the printers to destroy this printing with the dies, etc, in London. A look at Rose's material shows that the large 6th printing, which is four and five times the size of its neighbouring printings, has not got that presence within the study material. If a deterioration of printing details can be identified between printings of 1,000 sheets then it must stand that the 6th printing of 4,000 sheets would show some deterioration and, as proved with my 3d 5th printing sheets, shade can vary within a printing, which gives some credence to removing Rose's 7th printing material and including it in the 6th. The thinner neck would indicate these were from the earlier part of the 6th printing and it is quite possible that the early part of the printing was at the bottom of the pile and used last creating the impression that they are from the 7th printing. Now Rose's 2½d material for the 8th printing becomes the 7th and the 9th printing becomes the 8th completing the L3 category on the 6.7.97 delivery and leaving the 9th printing destroyed in London. A check on the cancellation age range charts of these printings shows this is possible, with the head deterioration looking better across the printings. The new 7th printing gains more credibility later in my observations.



Figure 1: Stamps from the 6.7.1897 delivery.

This is then followed by the 1d value 3rd and 4th printings which Rose has failed to separate; with most of his material being from the larger 2,000 sheet 4th printing. Using O'Hara's flaws I was able to identify a 1st comb machine points down sheet that fits the 3rd printing. The positional flaws are stamp 3 flaw D with stamp 9 flaw E, both of which disappear after this printing, and stamp 14 flaw D which exists from this printing onwards. The stamps also match the first used stamp of Rose's plate 19 an over-inked or intense shade best described as deep carmine.

This 3rd 1d printing of only 408 sheets would not have been easy to identify without a sheet as single stamps are near in shade to some of the 4th printing. Now all the printings from the 9.3.97 delivery have similar perforation and heads: - with the heavier inking leaving the curls thin and lacking detail in the embossing, but the dots in the hair vary from small indents to no dots at all on the 1d sheet.



Figure 2: ½d & 2½d stamps of the 9.3.1897 delivery.

The ½d value with seven printings needs a bit of adjustment within the 4th and 5th printings to give consistency to the perforator used in the 24.3.93 delivery. O' Hara's 4th printing describes a sheet perforated by the first machine with the M flaw only on stamp 2 in a light blue green shade which fits this theory exactly. The lack of points up in O'Hara's chart description would indicate this sheet is points down. This leaves Rose's 4th printing pale green material to be moved into the 5th which also helps to give the 4th and 5th printings better footprints within the study. All this looks possible within Rose's data.

Then there are the 2d printings; here I positioned Frank Whitfield's unstudied sheet (Ref. 7) with 2nd comb points down in the 11.12.89 delivery where this perforator was used and similar head and shade material exists. Again, without this sheet, separating this small 2nd printing would be difficult.

However as shown before, Rose has under estimated the amount of material belonging to the larger printings and allocated this to the preceding small printing. This would affect Rose's 2d sheet allocation which, when adjusted, will show that most are from the large 4th printing. I have considered whether the embossing flaws of the 3rd and 4th printings all belonged to the 4th printing but I have not seen a sheet to identify as a new 3rd printing i.e. 1st comb without the embossed flaws.

Sorting the 4d printings was the most difficult in my opinion but recent auctions have revealed two new unstudied sheets. The first which is first comb perforations points down is easily confirmed by Rose's information as a sheet from the 3.9.1885 delivery with large or indented dots in the hair. Second is a sheet with the first comb perforations points up which I believe is from the 29.08.1888 delivery again a small printing 500 sheets. This un-studied sheet is most likely Rose's dull greyish brown shade but has small dots in the hair on most stamps which corresponds with the ½d stamps of that delivery with the heads and curls also being similar.



Figure 3: Stamps from the 29.8.1888 delivery.



Figure 4: Recently purchased at Cavendish Auction an unstudied 4d sheet with Crown CA watermark sideways from the 3.9.1885 delivery giving the perforating details for the first time.

I have seen but not been able to study in any depth a 1/- sheet perforated by the 1st comb points up in a shade similar to the 3.9.85 delivery material. The dots in the buns were mainly consistent but not as large as indicated by Rose's material for this delivery; however I consider this will prove to be the 1/- 1st printing when studied fully.

Finally, the 6d value where the 2nd and 3rd printings have been positioned by the dated material and shades which breaks the perforating consistency in the two largest deliveries but I do not have any material that would alter this.

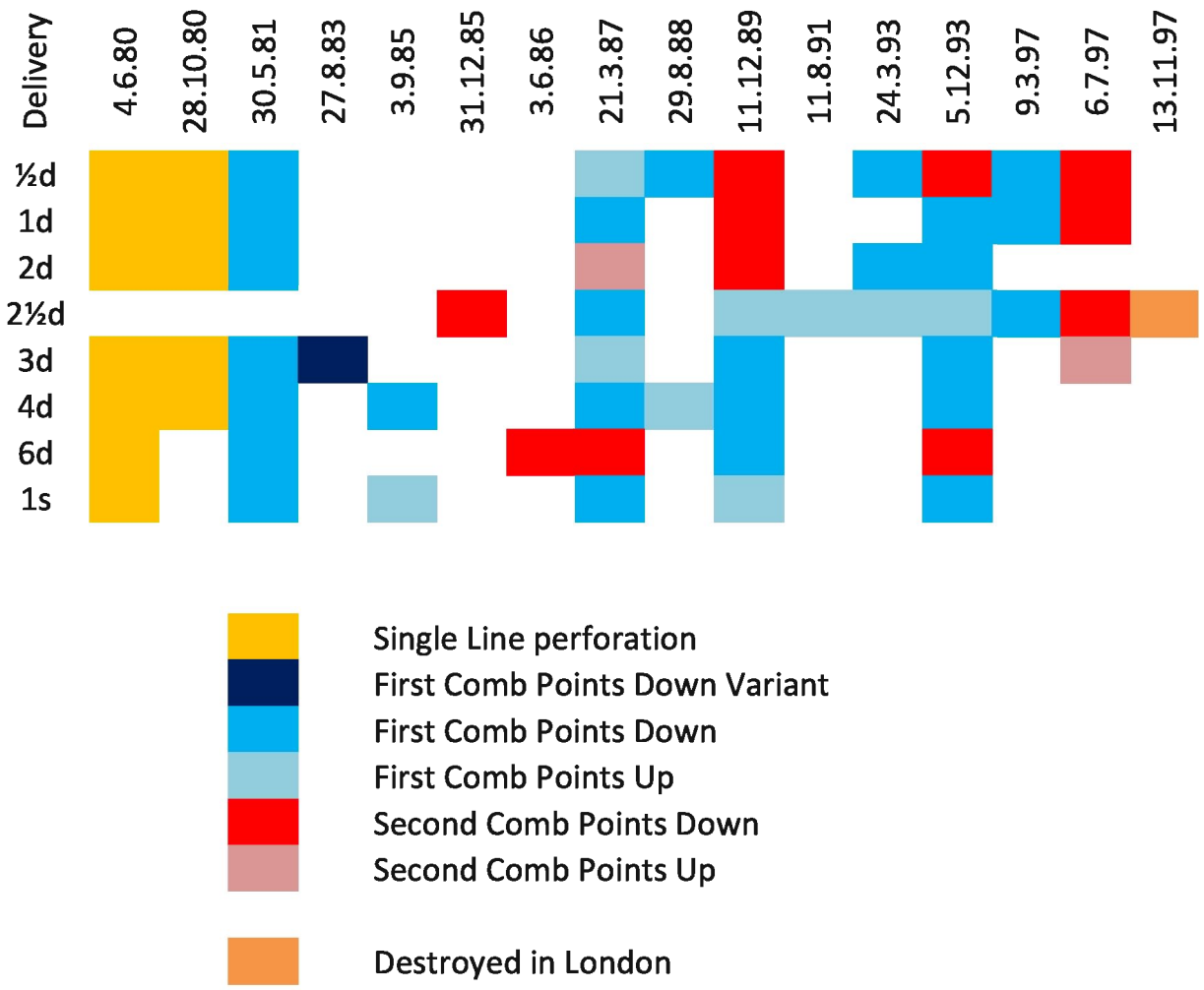
All the smaller deliveries are now consistent in manufacture, and the use of both perforating machines in the 11.12.89 delivery is now obvious. As a new plate was needed for the 6d in the 5.12.93 delivery it is possible this and the ½d of that delivery were a bit behind in production and used a different perforator from the rest of the delivery. I am unable to improve the consistency of the 21.3.87 delivery. The embossing categories of some deliveries in the chart still need to be adjusted when time permits.

When these alterations are put into the chart only the three larger deliveries have used both perforating machines but, as De La Rue found producing these small sheets time-consuming, the use of both machines may have been necessary to finish the larger orders more quickly. The up and down perforating formats were most likely a means of preventing damage or wear to one side of the perforating machine as the combinations of guide dots and perforations on existing sheets do not allow this to done accidentally.

There is still a bit of work to do on these Cameos as I still need more material to complete the study and so I would welcome any assistance or information from others collecting and studying the subject. Needless to

say these conclusions would not have been possible without the studies in the publications listed to whom we will always be grateful.

REVISED USE OF PERFORATORS



References

1. Dalwick, R.E.R., *The Gambia*, Robson Lowe Ltd. 1953.
2. Andrew J.O. *The Stamps and Postal History of the Gambia*, WASC, 1985. Chapter 6 by C. McCaig.
3. O'Hara, B.I., *The 1883-97Issue of The Gambian Cameos.* WASC, No date.
4. Rose, J.F., *Gambia Perforated Cameos*, WASC, 2011.
5. Rose, J.F., "Gambia 1d Stamps Delivered Between 1887 and 1897",*Cameo,* Vol 10 p343-45. October 2008.
6. Andrew J.O. *The Stamps and Postal History of the Gambia*, WASC, 1985, p30.
7. Whitfield F.D., "Gambian QV Sheetlet 2d Orange Oddity", *Cameo,* Vol 14 p156, October 2013.

REVISED DELIVERY INFORMATION

Date delivered	Value	Printing	Perforator used	Number	Colour
27.8.1883	3d	1	1st corner	7500	Dark slate grey
3.9.1885	4d	1	1st down	7560	Reddish brown
	1/-	1	1st up	3075	Bright violet
31.12.1885	2½d	1	2nd down	7500	Ultramarine
3.6.1886	6d	1	2nd down	7650	Yellow green
21.3.1887	½d	1	1st up	73110	Light green
	2d	1	2nd up	15000	Bright orange
	2½d	2	1st down	7500	Deep greyish ultramarine
	3d	2	1st up	7470	Pale slate grey
	4d	2	1st down	15150	Blackish brown
	6d	2	2nd down	7500	Olive green
	1/-	2	1st down	7500	Pale violet
29.8.1888	½d	2	1st down	7500	Pale green
	4d	3	1st up	7500	Greyish brown
11.12.1889	½d	3	2nd down	22725	Deep green
	1d	1	2nd down	15375	Crimson
	2d	2	2nd down	7500	Orange
	2½d	3	1st up	7500	Bright ultramarine
	3d	3	1st down	7500	Grey
	4d	4	1st down	30600	Deep reddish brown
	6d	3	1st down	15000	Bronze green
	1/-	3	1st up	7500	Deep violet
11.8.1891	2½d	4	1st up	15840	Greyish-blue
24.3.1893	½d	4	1st down	15000	Light blue green
	2d	3	1st down	15000	Deep orange
	2½d	5	1st up	15000	Deep blue
5.12.1893	½d	5	2nd down	60000	Blue green
	1d	2	1st down	30000	Carmine red
	2d	4	1st down	45000	Yellow orange
	2½d	6	1st up	60000	Ultramarine
	3d	4	1st down	22500	Greenish-slate
	4d	5	1st down	44850	Reddish-brown
	6d	4	2nd down	30000	Grey-green
	1/-	4	1st down	30000	Bright violet
9.3.1897	½d	6	1st down	18000	Myrtle green
	1d	3	1st down	6180	Deep carmine
	2½d	7	1st down	12030	Deep bright blue
6.7.1897	½d	7	2nd down	30000	Grey-green
	1d	4	2nd down	30000	Carmine to pale carmine
	2½d	8	2nd down	30000	Pale ultramarine
	3d	5	2nd up	15000	Pearl grey
13.11.1897	2½d	9	Unknown	15000	Destroyed in London

Airmail Cover Jos, Nigeria to Fort Lamy, Chad in December 1942

Tony Nicholson



This cover, shown front and reverse, was flown from Jos Town on 28 December 1942 to Fort Lamy arriving on 4 January 1943, via Kano on 30 December, where it was opened by censor PP/21. The Jos Town skeleton postmark is of an earlier date than Proud lists (Ref 1) and the octagonal PP/21 censor cachet in red is earlier than so far recorded by Martin, Walton & Harris (Ref. 2).

References

1. Proud E.B., *The Postal History of Nigeria*, p524, Proud Bailey, Heathfield 1995
2. Martin J.J., Walton F.L & Harris R., *West African Censorship*, p82, WASC, Princes Risborough 3rd Edition 2015

Cameroun in World War II – Batschenga and Mokolo Internment Camps and Nachtigal Military Camp

Marty Bratzel

Introduction

Two articles in the October 2016 issue of *Cameo* discuss mail associated with the internment camp located at Batschenga, near Nachtigal, Cameroun during World War II (Refs. 1-2). But interpretation may not be not as simple or straightforward as one might expect – or hope. There were apparently three internment camps, two at Batschenga and one at Mokolo. Further, who was the mail to or from: internees or members of the camp management and staff? In addition, there was a military camp at Nachtigal. Possible origins and destinations are explored in the examination and discussion of selected covers and post cards below.

Batschenga Tobacco Plantation

The Germans established a tobacco plantation at Batschenga in 1928, about 65 kilometres north-northeast of Yaoundé and south of the Sanaga River. A post office was opened at Nachtigal on May 15, 1933 (Ref. 3). Nachtigal was about 7 kilometres north of Batschenga, on the other side of the river, which was crossed by ferry. Tobacco production ceased with the outbreak of war in 1939 but resumed in 1946. The station long served as a research and tobacco seed production centre. The village of Batschenga was established in 1945.

The Civilian Internment Camp at Batschenga

During the early stages of the war, internees were housed at a number of temporary locations in Cameroun and elsewhere in French Equatorial Africa. Three reports from the International Red Cross confirm that a permanent internment camp was located on the tobacco plantation at Batschenga and that the camp housed low-risk Italians and Vichy French civilians.

The exact dates of opening and closure are not known. The camp was definitely open in 1941 but was probably operational by mid-October 1940 (see cover in Figure 8) or possibly even earlier (discussed further below) and remained open until 1945 (see cover in Figure 9).

The Red Cross conducted three visits to the camp, on September 15, 1941, November 19, 1942 and April 21, 1944. Their reports provide insight into the organization of the camp and living conditions there (Refs. 4-6). Pohlig published the findings of the Red Cross reports (Ref. 7). A more extended summary is presented here. Significantly, there is no mention of military personnel being housed at Batschenga during that time period.

In September 1941, the camp held 14 Italians – men, women, and children. The camp consisted of two divisions, side by side, with clay / adobe huts and surrounded by barbed wire. Each hut was inhabited either by two single people or by a family. For two families with children, each occupied two huts. There was a dining room, a kitchen, a laundry room, and indoor plumbing for all internees. Board was provided at the rate of 25 francs per person per day. Food was provided by the camp management. A cook and his assistant worked in the kitchen and meals were taken together.

A doctor from Yaoundé visited twice a week. There was no work for the internees.

In the evening, the internees could walk for an hour; mothers and children had a bit more freedom. The internees were watchfully guarded after two who had escaped had hitchhiked almost to the border with Spanish Rio Muni, about 200 kilometres away, before they were captured and brought back. Each internee could write one post card per week and two letters per month. They received little mail from Europe. Local newspapers were allowed.

In November 1942 the camp now consisted of three divisions, one for Italians and two for civilian French internees (civils politiques). The buildings were in poor condition; repairs were promised but there was no cement available.

Internees complained that families were now separated. In late 1941, the Administration had concluded that, in the event of uprising among the internees, the women and children would be safer if separated and, furthermore, children should not grow up behind barbed wire. The Italians had been promised work permits, but only two internees and their wives had left the camp to live and work in Brazzaville.

A telephone connection had been established with the hospital in Yaoundé, so the doctor could be contacted more quickly. Two internees with stomach discomfort were not taken to hospital because of the increased risk of flight.

Mail continued to be rarely received.

By November 1944, with one exception, families were now housed 3 kilometres away, in the substantial buildings that formerly housed the plantation management. Single people continued to live in the camp. Board was now set at 40 francs per person per day.

A Second, Military Internment Camp at Batschenga

A second internment camp apparently was established at Batschenga near the end of 1940 or early in 1941, to house naval personnel from the Gabon campaign of November 1940. As background, during the campaign, on November 9, 1940, l'Aviso *Bougainville*, in the service of the Vichy French naval force, was reduced to a wreck by its sister ship, the Free French Aviso *Savorgnan de Brazza*, and forced to beach to avoid sinking (Refs. 8-9).

Two other Vichy naval vessels involved in the campaign were the submarine *Poncelet* (crew of 61 – all survived except Commander de Saussine who went down with the sub when it was scuttled) and the armed merchant cruiser *Cap de Palmes* (ship's complement not known) which was captured before the crew could scuttle the ship (Ref. 10). Adding in the officers and crew of the *Bougainville* (135 in peacetime, up to 183 in wartime), the total number of Vichy naval personnel from the Gabon campaign was probably no more than about 250.

Prior to October 16, 1940, those in French Equatorial Africa and Cameroun who remained loyal to Vichy and/or did not want to join with de Gaulle were repatriated to Vichy French West Africa or to Vichy France. However, Gabon's secession and the ensuing military campaign effectively closed that option. Vichy French troops from Gabon, under the command of General Têtu, could not be persuaded to join the Free French cause and, as a result, were transferred to a POW camp at Brazzaville (Ref. 11).

The crew of l'Aviso *Bougainville* and the other vessels were another story. Some joined de Gaulle but those who did not were interned. Jennings (Ref. 11) reported that, overall, in 1941, 140 Pétainists were detained in Cameroun, about 100 of whom had been aboard the *Bougainville*. In addition to giving an indication of the number of civilian internees, this gives an indication of the number of naval personnel who switched allegiance to de Gaulle.

Berthier reported (Ref. 12) that 140 crew members (Ref. 13) of the *Bougainville* were interned in the former cigar factory at Batschenga, *where there was another internment camp*. The internees were probably transferred from Libreville to Cameroun in mid-to-late December 1940 (Ref. 14). The commandant of the military internment camp was Lieutenant Giraud, and conditions at the camp were described as unhealthy, with malaria raging (Ref. 12). Several considerations lead the author to conclude that the sailors were not placed into the existing camp, but elsewhere on the plantation.

Berthier (Ref. 12) illustrated a 1f20 postal stationery card (type Pétain) datelined Toulon May 21, 1942 with a boxed cachet of the Service des Renseignements / aux families / Préfecture maritime / Toulon (Var), that is, the Information Service for Families. The message advised the addressee that she could address correspondence thusly: Monsieur Quézennec Pierre, Premier-maître mécanicien [first engineer] de l'ex-Aviso *Bougainville* interné au Camp de Batschenga aux bons soins de [in care of] la Croix-Rouge de Brazzaville. The card was postmarked Toulon May 23, 1942.

We know from the three reports of the Red Cross visits to the Batschenga internment camp, discussed above, that there were no military personnel at the camp on the date that this post card was sent. Further, Berthier's reference to another, already existing internment camp and internment of naval personnel in the former cigar factory appears to indicate that the sailors were not housed with the civilian internees.

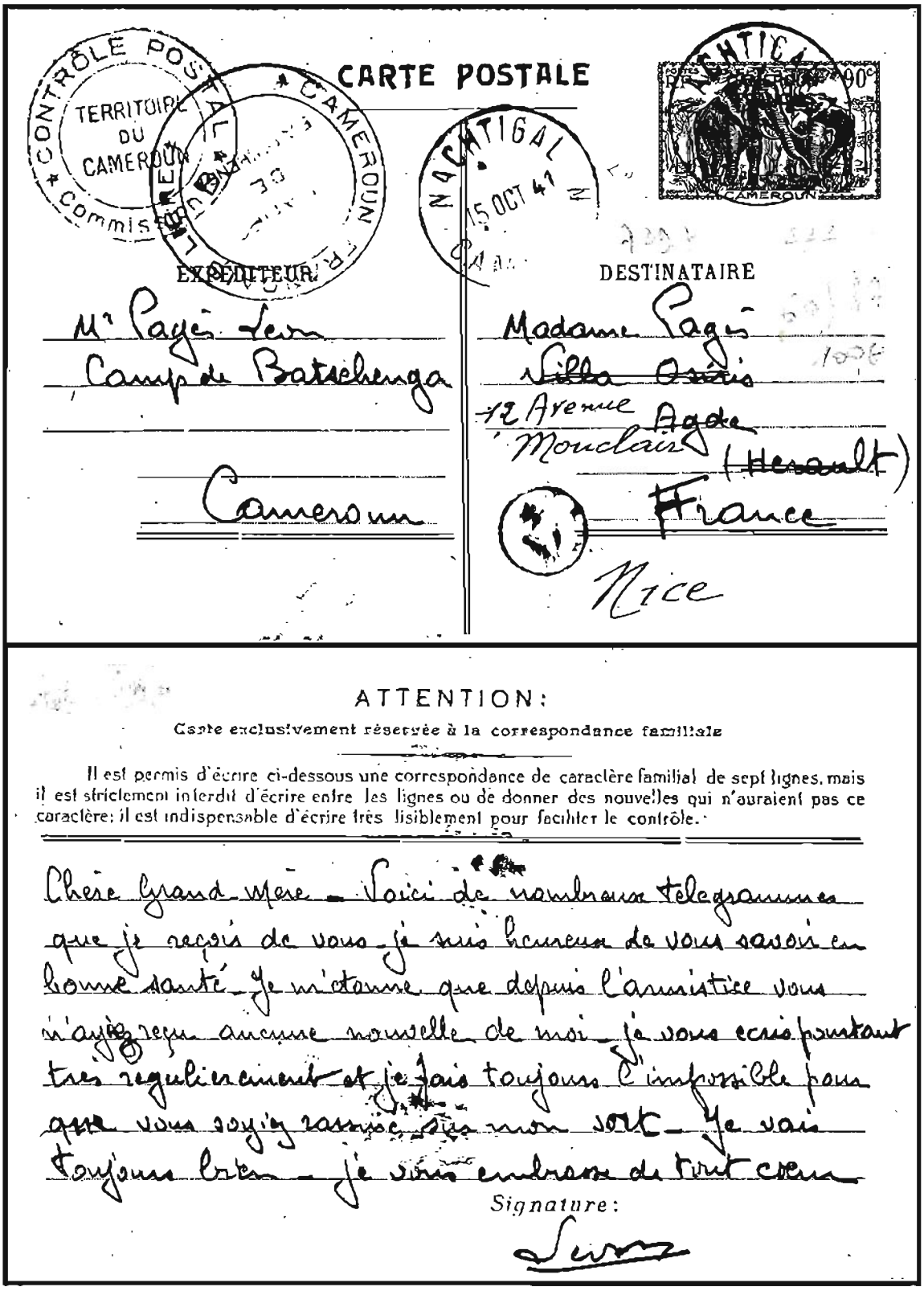


Figure 1: Formula post card from Camp de Batschenga to unoccupied France, postmarked Nachtigal October 15, 1941.

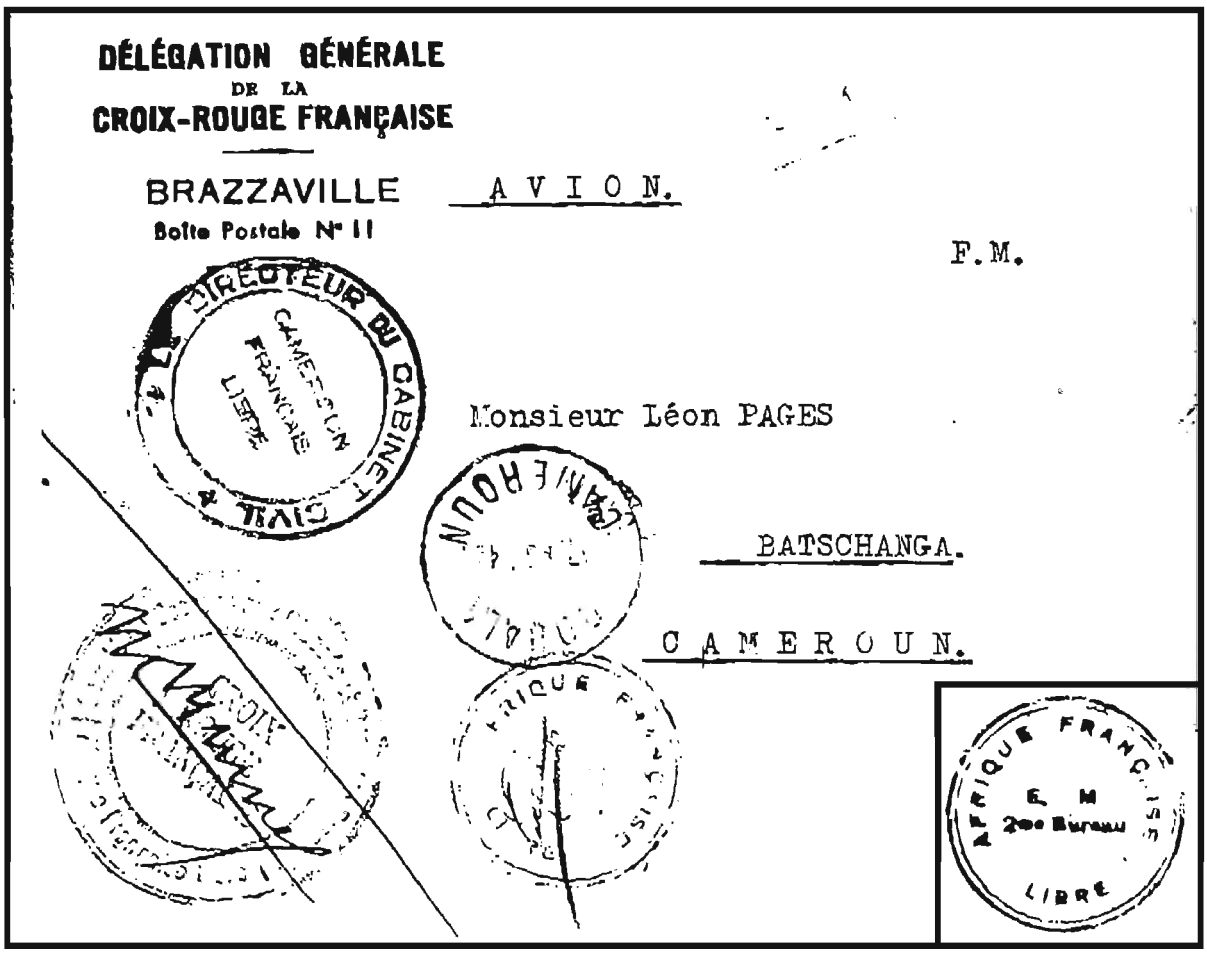


Figure 2: Red Cross cover from Brazzaville to Batschenga with transit postmark Douala August 15, 1942.

The Red Cross reports indicate that the civilian internment facilities were in poor condition, but raised no health concerns such as those reported by Berthier. From this, we can conclude that there were two camps – or sites – on the Batschenga tobacco plantation that housed internees.

Correspondence to and from the Batschenga Internment Camps

The Red Cross provided a conduit for correspondence between family members on opposite sides of the conflict and to and from internees and POWs. One example is the post card presented by Berthier (Ref. 12). Four others are presented here.

The formula post card in Figure 1, intended for family correspondence, is postmarked Nachtigal October 15, 1941 and addressed to unoccupied France, where it was forwarded after arrival. The circular cachet reads Cameroun Francais Libre / Camp de Batschenga. The Commission B postal control cachet was applied at Yaoundé. The sender, Léon Pagés, was writing to his grandmother.

The cover in Figure 2 was sent by the Red Cross in Brazzaville to M. Pagés at Batschenga. The Douala postmark is dated August 17, 1942. The cover, sent by air, has a very faint manuscript notation S.O. [service officiel], the typewritten notation F.M. [franchise militaire], and three different circular cachets. The cachet and the signature at the bottom left are the authorizing endorsement of the French Red Cross. The cachet directly beneath the return address reads Le Directeur du Cabinet Civil / Cameroun Français Libre. The cachet directly beneath the postmark (plus another on the back) reads Afrique Française Libre / E.M. [état-major = staff] 2^{me} Bureau.

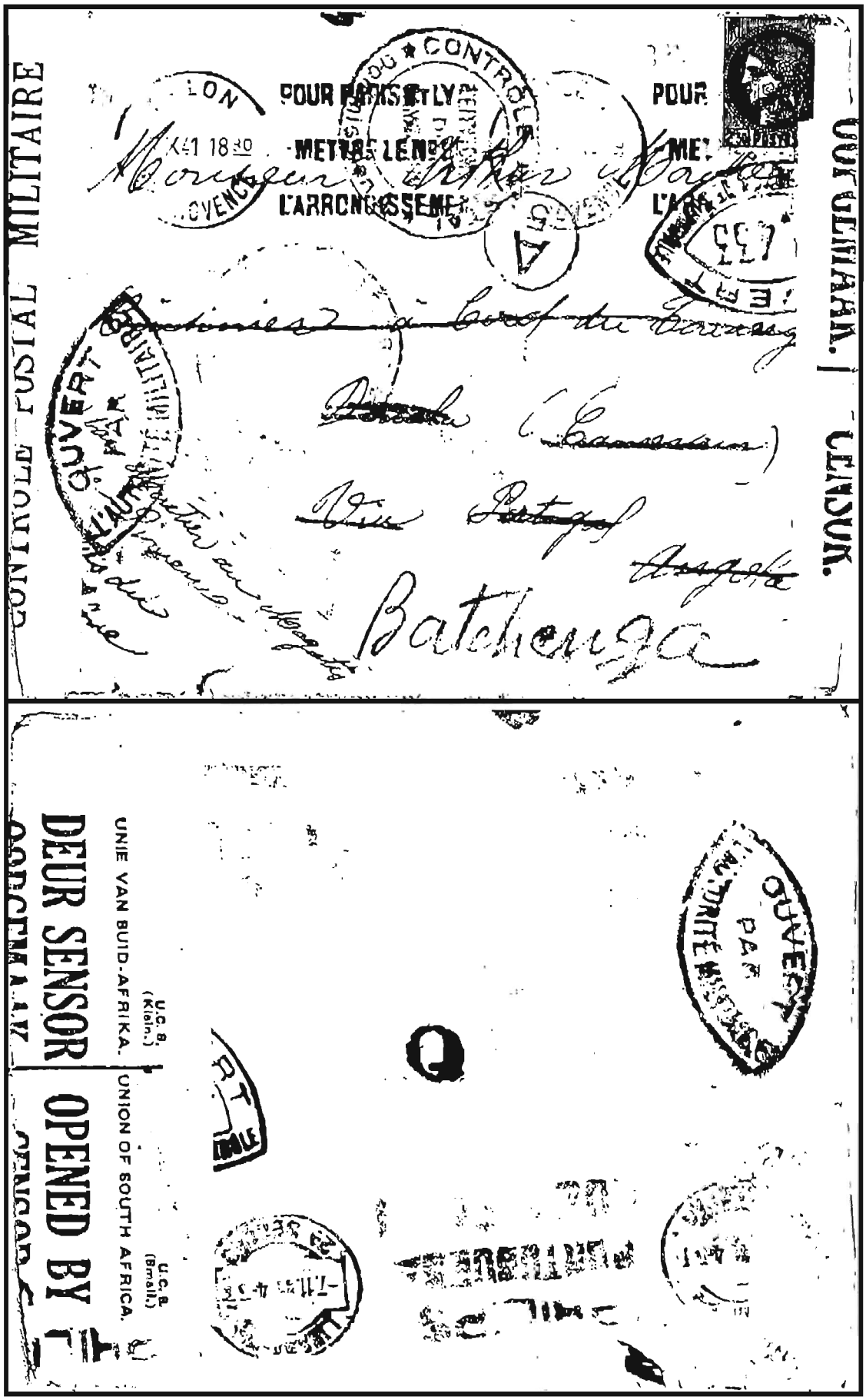


Figure 3: Cover from Salon de Provence, in unoccupied France, via Lisbon and South Africa to Douala, Cameroun, forwarded to Batschenga.

The next two covers were addressed to civilian maritime personnel at Batschenga. Yet to be established is which camp they were housed at there.

The cover in Figure 3 from unoccupied France is postmarked Salon de Provence October 17, 1941 and received a Lisbon transit postmark on November 7, 1941. The cover, addressed to a crew member aboard the steamship *Touareg*, was routed via Portugal and Angola to Douala, Cameroun. The manuscript endorsement at the bottom left is partially obscured by the resealing tape applied at Douala and what is visible is not legible (at least to the author). The cover was opened and resealed three times: first in France (Ouvert 433 cachet), then in South Africa (bilingual resealing tape), and finally at Douala (Commission A postal control cachet and A-5 reader's cachet). There is also a Contrôle telegraphique Commission A cachet but the centre (showing the name of the territory) did not print. Upon arrival in Cameroun, the cover was forwarded to Batschenga.

The cover in Figure 4 to Batschenga Nachtigal also includes *Touareg* as part of the address. The addressee and the sender have the same surname – Neimari – so were probably related. The 1-franc stamp paid the domestic letter tariff.



Figure 4: Cover postmarked Douala December 7, 1941 (Pearl Harbor Day) to Batschenga Nachtigal. Opened and resealed at Douala, with Commission A postal control cachet and reader's mark applied. Manuscript receipt notation December 23, 1941, sixteen days after posting.

The commercial cover in Figure 5, postmarked Yaoundé July 31, 1941 and backstamped Nachtigal August 5, 1941, was simply addressed to Batschenga. The 70-centimes postage paid the reduced tariff rate for commercial or business papers, for example, invoices without any manuscript notation such as a salutation. The commercial nature of the correspondence is also indicated by the imprinted return address, Imprimerie Coulouma. Since there was no village or post office at Batschenga, we can speculate that the cover was sent to one of the internment camps.

A Military Internment Camp at Mokolo

Presented in Figures 6 and 7 are two covers addressed to Camille Léonard, Quartier-maitre Chef Cuisiniere [chief cook] of l'Aviso *Bougainville* interné au Camp de Rassemblement de Mokolo - Batschenga. A third cover in the correspondence (not depicted) is similarly addressed. The three covers were all sent from Vichy, France between October 7, 1941 and April 14, 1942. The address on all three is enigmatic.



Figure 5: Reduced-rate commercial cover postmarked Yaoundé July 31, 1941 to Batschenga, backstamped Nachtigal August 5. Commission B postal control cachet applied at Yaoundé. Imprimerie Coulouma published *Le Cameroun libre*, Organe des Français libres du Cameroun.

Mokolo is in the far north of Cameroun, about 800 kilometres from Batschenga. Based on the three covers to M. Leonard, one can conclude that he and presumably some other naval personnel who remained loyal to Vichy were held at Mokolo. The conclusion is further reinforced by information that accompanied one of the three covers that stated that Vichy naval personnel captured at Gabon were interned at Mokolo (Ref. 15). Notwithstanding its relative proximity to Vichy French West Africa, its remoteness and isolation would, logically, have provided a reasonably secure location to house members of the armed forces in unfamiliar territory, reducing the risk of successful escape.

And, Pohlig was of the opinion (Ref. 16) that the "Mokolo - Batschenga" address on the three covers indicated the routing for mail.

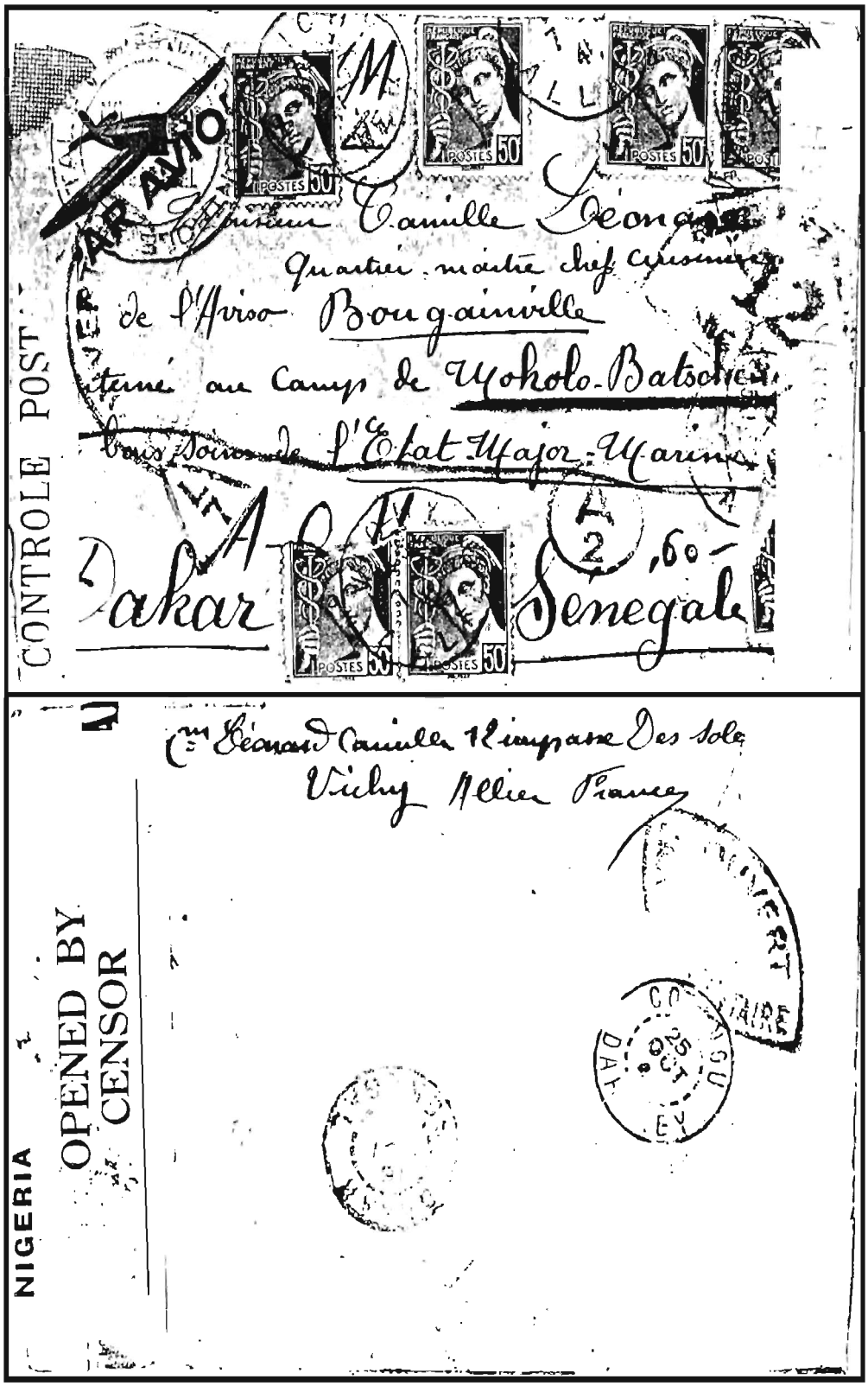


Figure 6:
Air mail cover postmarked Vichy, France on October 7, 1941 to Dakar, Senegal but addressed to the chief cook of l'Aviso *Bougainville* interned at Mokolo - Batschenga. The address may indicate a routing. Transit Dakar October 16 and Cotonou October 25. Opened and resealed at Dakar or possibly Cotonou. No further postmarks but opened and resealed at Lagos with Passed by Censor 12 cachet and L-7 reader cachet, and again at Douala with Commission A postal control cachet. Readdressed in pencil to Hôpital Yaoundé. The envelope is endorsed F.M. (partially obscured by one of the postage stamps). The postage paid the air mail surcharge, but the extent of transmission by air is uncertain.

Dates of Operation

The transfer of naval personnel to Batschenga about December 1940 gives an indication as to when the military internment camp was opened. In addition to the information presented earlier, two covers help us explore when the civilian internment camp was operational. The cover in Figure 8, postmarked Nachtigal October 13, 1940, was sent to Kribi. The abbreviated manuscript notation on the back reads "vu le cdt du Camp" plus signature. The signatory was probably the commandant of the internment camp and, if so, would indicate that the civilian camp was operational by October 1940. The two 50-centimes stamps paid the 1-franc domestic letter tariff.

The registered air mail cover in Figure 9, postmarked Douala March 5, 1945, was sent to London. The return address on the back links the sender to the Camp de Rassemblement de Batschenga and the postmark date indicates that the camp was still open in early 1945. With postage and fees paid, the sender was probably a member of camp management or staff and the letter either posted when the sender was in Douala, about 400 kilometres from Batschenga, or was posted on his behalf. The recipient of the letter, Count Richard von Coudenhove-Kalergi, is a story in itself (Ref. 17).

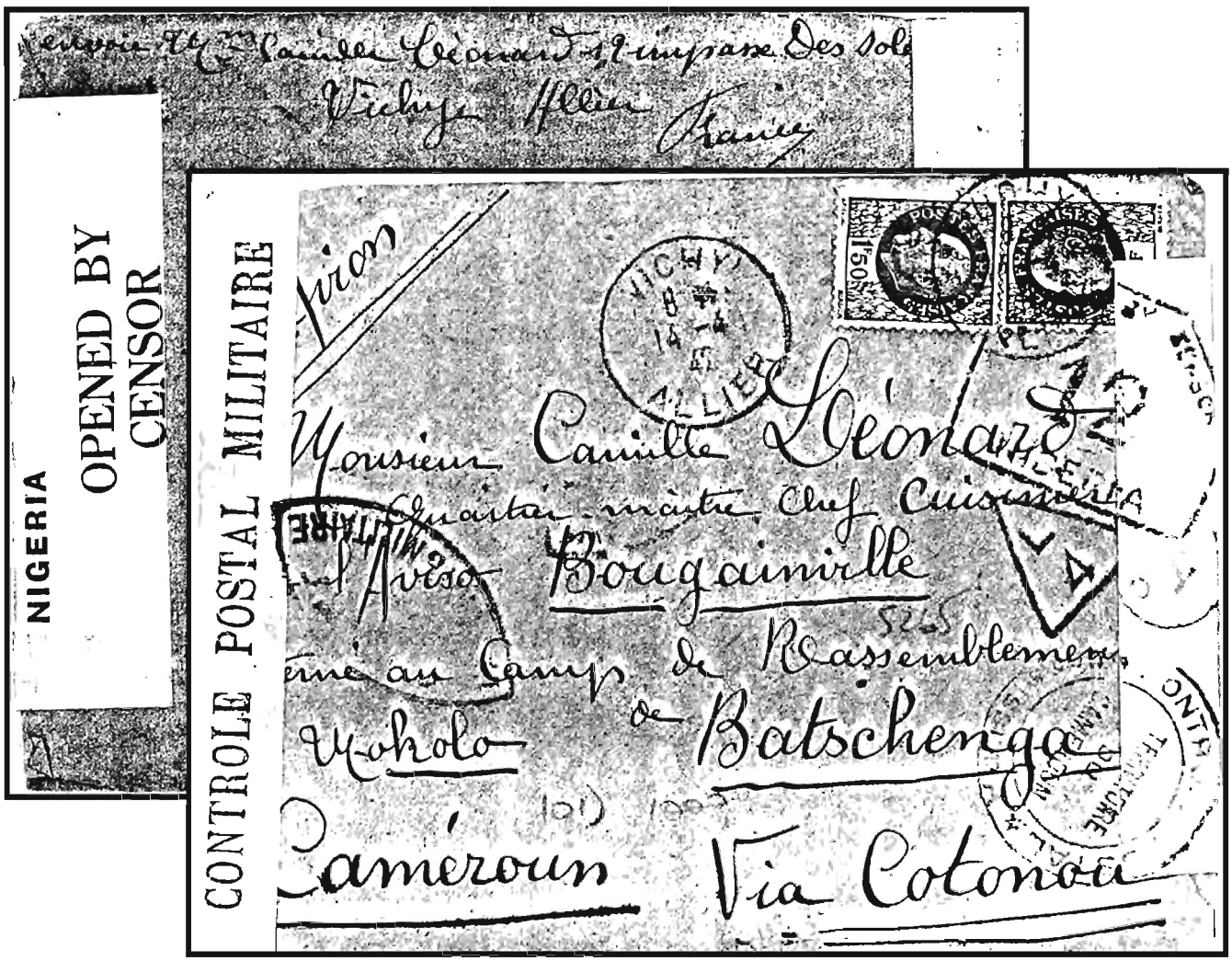


Figure 7
Air mail cover postmarked Vichy, France April 14, 1942 with the same address as the cover in Figure 1. Routing again probably via Dakar, Cotonou, Lagos, and Douala. Envelope opened at Lagos and resealed with Passed by Censor 12 cachet and L-4 reader cachet, and again at Douala with Commission A postal control cachet and A-5 reader cachet. The postage paid the air mail surcharge, but the extent of transmission by air is uncertain.

One can speculate further as to when the civilian internment camp was opened at Batschenga and who may have been interned there. After war broke out on September 1, 1939, Germans resident in Cameroun were rounded up and interned, as were Italians after Italy declared war on France on June 10, 1940. Where were the early internees housed? One cover sent in late 1939 or early 1940 to an interned German, formerly of Edea, was forwarded to the Camp Prisonniers Allemand, Yaoundé (Ref. 18). Whether that camp was temporary or permanent, or was actually at Yaoundé is not known to the author. The mention of Yaoundé may have indicated the routing for internee mail. Conceivably, the Batschenga camp was opened in late 1939 or early 1940 to house German internees. Their transfer to Nigeria in June / July 1940 (Ref. 11) predates the first Red Cross report dated September 15, 1941. At present, we do not know.

The date of opening of the Mokolo POW camp is not known but probably early in 1941. Certainly its existence had been publicized by the time that the first cover was posted to M. Léonard on October 7, 1941.

The POW camps in French Equatorial Africa and Cameroun were closed in March 1943, after Allied liberation of French West Africa and North Africa (Ref. 11). Presumably the military internment camps at Batschenga and Mokolo were closed at that time, if not earlier. Vichyites were asked to choose between returning to France or Algeria (then controlled by General Henri Giraud) or joining Fighting France.

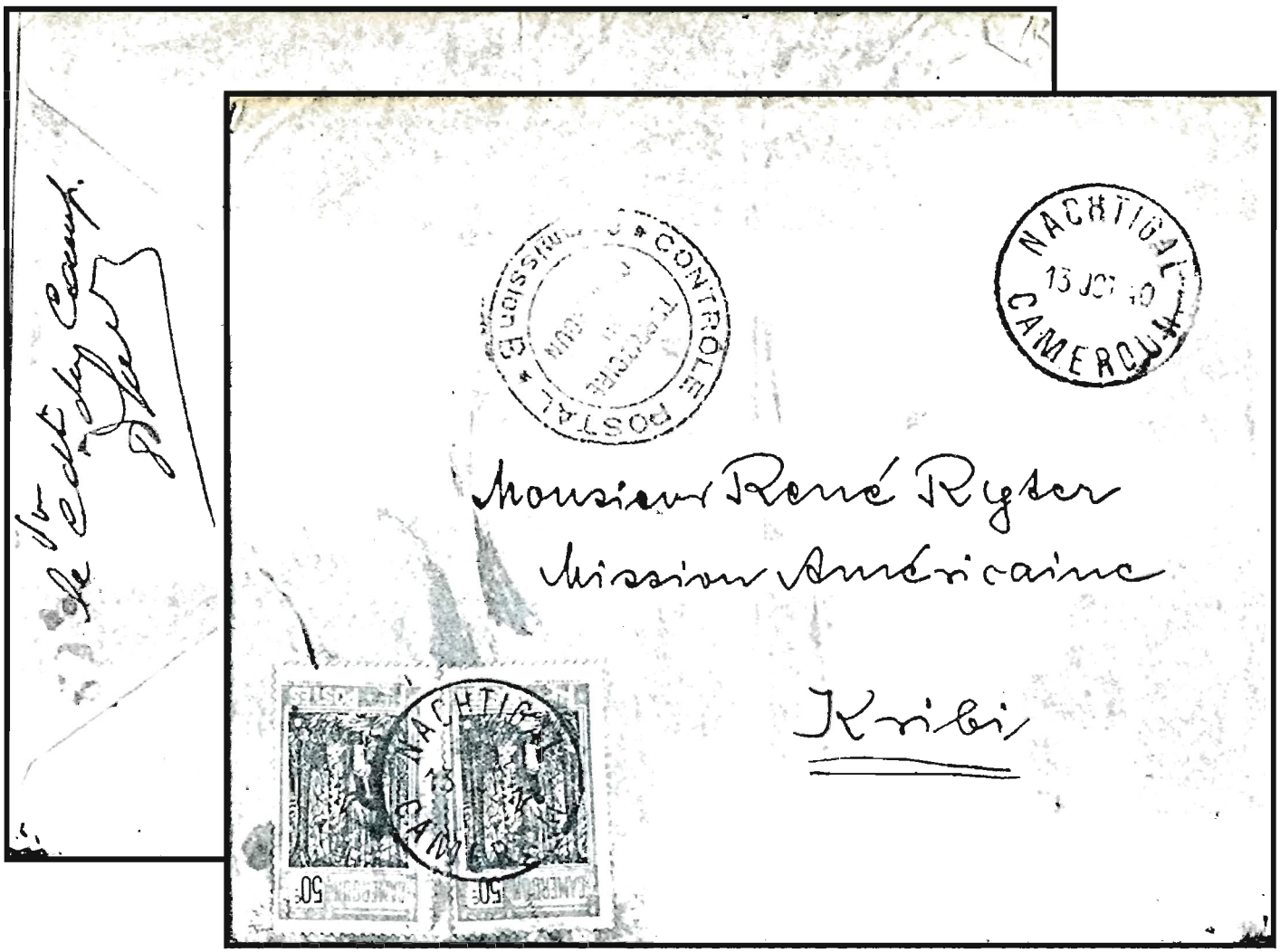


Figure 8: Cover postmarked Nachtigal October 13, 1940 via Yaoundé (Commission B cachet) and Eseka (October 18, on back, not shown) to René Ryter, a Presbyterian missionary then at Kribi. The manuscript notation on the back reads "vu le cdt du Camp" plus signature.
Photocopy of cover courtesy of the late Jack Hatfield (1912-1993).



Figure 9: Registered air mail cover to England postmarked Douala March 5, 1945 and with a return address Camp de Rassemblement de Batschenga.
The envelope was opened and resealed at Douala by the circular Commission A postal control cachet, then opened and examined by the British, with rectangular PP cachet applied to the resealing tape.
Penciled notations on the front read "Western Dept." and "Try French Embassy."
The author found the cover on eBay and it was acquired by Gustav Pohlig.

Internment and POW Camps – Further Considerations

For Cameroun, the Red Cross only visited the civilian internment camp at Batschenga so could provide no information about any other permanent locations or about any temporary facilities that were operational in the territory especially during the early days of the war (Ref. 19).

As noted earlier, the Red Cross provided a conduit for correspondence between family members on opposite sides of the conflict and to and from internees and POWs. The Red Cross also provided a search service to locate individuals. Through review of more personal Red Cross records it might be possible to glean information about POW and internment camps in Cameroun but, if those records still exist, they are probably confidential and, even if they aren't, the task would be monumental.

Military Camp at Nachtigal

In addition to the internment camps at Batschenga, a military camp was established nearby, at Nachtigal. Information presented here about the camp is drawn largely from Ref. 20.

Pierre Cournaire, who was appointed Governor of Cameroun (Ref. 21) on November 21, 1940, played a significant role in the selection of the site for the military camp. Formerly the head of the Mbam Region, he was familiar with the territory. Also, the location of the Mbam Region en route to the north of Cameroun, to Fort-Lamy, and onward to Faya-Largeau, where the Free French military campaign against the Italians in North Africa would be launched, provided a persuasive argument for the site selected by the military authorities.

The purpose of the camp was to expand reception and training facilities for new recruits and also to accommodate experienced Free French soldiers from outside Cameroun. The camp was located on the right (north) bank of the Sanaga River at a place called Ndongué, quite near the village of Nachtigal, about three kilometres northeast of the ferry across the river.

The camp was intended to accommodate military forces the size of a bataillon de marche, the basic military unit in Free French Africa. For this purpose, the construction of 84 huts / housing units in record time was planned. Construction of the camp and the training of recruits was entrusted to Colonel Jean Colonna d'Ornano who, along with René Pleven, had been the major actors responsible for rallying Tchad to de Gaulle's Free French movement.

In December 1940, the British requested French participation in a British raid from Tchad on the Italians at Mourzouk (Murzuk), Libya, and it was there that the camel-mounted Colonel d'Ornano was mortally wounded on January 11, 1941. The military camp at Nachtigal was named Camp Ornano in his honour.

In addition to the short time frame, the task of construction was complicated by the fact that everything was to be made with local materials. A substantial work force was required and the administration turned to local indigenous leaders. Construction likely began in late 1940 and Camp Ornano was opened in 1941. Construction apparently continued, during which time recruits were being received and trained, prior to departure into combat. The number of laborers actually engaged at any one time is not clear. In 1941 already, the number required was set at 600, mainly Mbamois, a figure subsequently increased to 743. Chief Ndengué, of the Ngoro-Djani and Sanaga group, ultimately provided 800 laborers. The camp was of direct concern to him since it was located in his territory. In mid-December 1941, another senior leader, Machia, provided an additional 400 for the work force.

Adequate provisioning of the camp with locally sourced foodstuffs was another ongoing challenge.

The camp was probably closed some time in 1945. Mail associated with Camp Ornano would have been annotated franchise militaire / F.M. and sent postage free. However, to date, no correspondence has been identified that is unequivocally associated with the military base.

Jennings reported (Ref. 11) that dubious troop recruitment practices in Cameroun and French Equatorial Africa were commonplace. For example, one recruit interviewed in the 1980s remembered being "enrolled then chained to two hundred other persons. This is how I arrived at the Ornano Camp near Nachtigal where a military outfit was assembled before setting off to war."

Summary

In addition to the covers presented in Figures 7 and 9, the covers illustrated by Maddocks (Ref. 1) and Martin (Ref. 2), plus others in the author's files, have Camp or Centre de Rassemblement as part of the address. Centre de Rassemblement in all likelihood refers collectively to all the internment camps, regardless of geographic location. Mail with a Camp de Batschenga cachet is probably specifically associated with the camp for interned naval personnel, and the notation Mokolo-Batschenga may have indicated routing. In addition to the internment camps and Camp Ornano, other possible origins or destinations associated with Nachtigal and Batschenga are residents of Nachtigal or someone associated with the now-closed tobacco plantation – perhaps in a caretaker capacity.

Mail to or from internees was postage free, but many of the covers seen have postage stamps affixed. Covers addressed to or from Batschenga / Nachtigal, especially with postage paid, pose a challenge to unequivocally conclude whether the sender or recipient was, for example, a member of the internment camp management and staff or associated in some other capacity such as a guard. Alternatively, mail with postage affixed may have been to or from others resident at Nachtigal or Batschenga.

No mail associated with the Camp Ornano military base is known to the author.

Further Considerations

Other materials in the author's collection do not provide any further insight. Your thoughts, opinions, and insights on the foregoing would be most welcome. Please check your files for any relevant covers and cards, which may yield further clues in the address or message. The opportunity to examine additional material would be appreciated. Further, definitive information such as the names of internees, camp management and staff, and others in the Nachtigal - Batschenga area also would certainly provide clarification.

Acknowledgements

Thanks are extended to Michael Wright for provision of copies of the covers depicted in Figures 1-3 and 6-7, to the late Gustav Pohlig (1916-2014) for his insight provided through discussions and correspondence, to Maurice Tyler for providing a copy of the article by Berthier, and to Wolfgang Vogt of ArGe Zensurpost. Thanks also to Bob Maddocks and Jeremy Martin for their timely articles that nicely tie in with other articles, currently in preparation, about the *Bougainville* and Cameroun's military contribution to the war effort between 1939 and 1945.

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4. V. Batschenga, Colonie du Cameroun. Visité le 15 septembre 1941. Pages 13-14. Comité international de la Croix-Rouge, Geneva.

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7. Pohlig, Gustav A. Lager für internierte in Batschenga, Französisch-Kamerun. Arbeitsgemeinschaft Zensurpost e.V. AGZ *Rundbrief*, No. 102, 2002, pages 66-70.

8. Battle of Gabon. http://ww2db.com/battle_spec.php?battle_id=204. Accessed August 6, 2016.

9. The World at War. Cameroon 1837-1961. http://www.schudak.de/timelines/cameroon1837-1961.html. Accessed August 6, 2016.

10. The *Cap de Palmes* had been used to house Gaullists prior to the Gabon campaign, after which, on Leclerc's order, it housed "dangerous and undesirable civilians" – Vichyites.

11. Jennings, Eric T. *Free French Africa in World War II – The African Resistance.* New York, Cambridge University Press, 2015. 300 pages. ISBN 978-1-107-69697-6.

12. Berthier, Jean-François. Un marin français vichyste interné par les gaullistes au Cameroun. *Le Collectionneur Philatéliste et Marcophile*, No. 176, November 2016, pages 31-32.

13. This number may have been the ship's total complement, before subtracting those who switched allegiance.

14. I have an extensive correspondence related to a sailor who had been aboard the *Bougainville* who had been hospitalized at Libreville after the Gabon campaign until at least November 26 and who pledged allegiance to de Gaulle on December 12, 1940. Considering his date of hospitalization and especially the date of his allegiance, one can infer that other crew were offered the opportunity to join de Gaulle in a similar time frame and that those who did not were transported to Batschenga shortly thereafter, that is, mid-to-late December 1940.

15. Wright, Michael. Letter dated August 7, 2002. The cover was accompanied by information on a descriptive card, possibly part of an exhibit. The cover and card were offered in a Sinais auction circa 2002.

16. Pohlig, Gustav A. Personal communications, 2002.

17. Richard von Coudenhove-Kalergi. Wikipedia. https://en.wikipedia.org/wiki/Richard_von_Coudenhove-Kalergi . Accessed November 4, 2016. To summarize: Count Richard von Coudenhove-Kalergi was born in Japan in 1894, the son of an Austro-Hungarian diplomat and the daughter of a Japanese oil merchant and major landowner in Tokyo. He became a Czechoslovak citizen in 1919 and then took French nationality from 1939 until his death in 1972. A pioneer of European integration, Graf Coudenhove-Kalergi published *Pan-Europe* in 1923 and, for 49 years, served as the founding president of the Paneuropean Union, which would serve as a preliminary ideological foundation for the European Union. One can only wonder why a registered letter would be sent to him from someone associated with an internment camp in the hinterland of Cameroun.

18. Bratzel, Marty. Germans in French Cameroun during World War II. *German Postal Specialist*, Vol. 68, No. 1, January 2017.

19. Palmieri, Daniel. Historical Research Officer, Library and Public Archives Unit, International Committee of the Red Cross, Geneva, Switzerland. e-mail to the author sent October 7, 2016.

20. Memoli-Aubry, Crécence. Le Mbam dans la Seconde Guerre Mondiale : contribution d'une région administrative du Cameroun à l'effort de guerre français. *Outre-mers*, tome 96, n° 362-363, 1er semestre 2009, pages 241-266. L'Atlantique Français, sous la direction de Cécile Vidal. Available on line at http://www.persee.fr/doc/outre_1631-0438_2009_num_96_362_4392 .

21. Governor or High Commissioner? The head of the government in Cameroun had been Le Haut Commissaire de la République Française au Cameroun, but the 3rd French Republic had officially ended on July 10, 1940 when the French parliament gave full power to Marshal Pétain who, in the following days, proclaimed the État Français. When Brunot was ousted on August 27, 1940, his successor, Colonel Leclerc, introduced the terminology Le Gouverneur du Cameroun Français.

Franking (Postage Meter) Machines in Nigeria and the Cameroons

Bob Maddocks

I am not aware of the actual date of the introduction of postage meters into Nigeria per se but from personal association do know that these machines first appeared in Southern Cameroons, then British administered as part of the Nigerian Federation. This was in around mid-1957 and under the licence of the Nigeria Posts and Telegraphs Department.

Only three companies - all in Victoria, the principal township - are known to have been interested to varying degrees in using these franking machines. These were Cameroons Development Corporation (C.D.C.), United Africa Company (U.A.C.) and Barclays Bank D.C.O. However, of these actual postal usage has only been recorded so far by the C.D.C. and this over the period October 1957 to July 1960 (Figure 1).

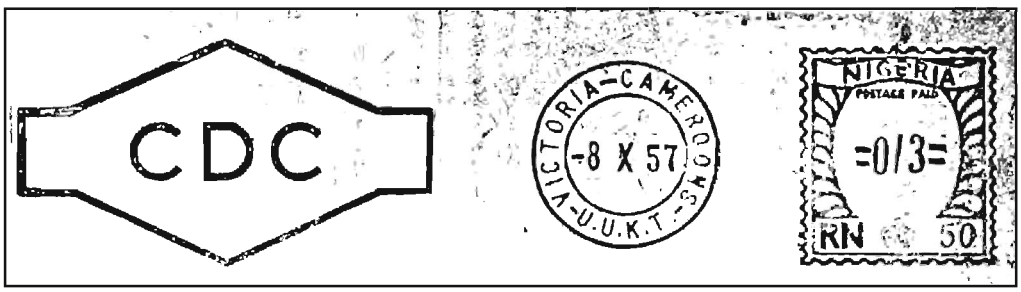


Figure 1
3d Postage Meter Frank, Cameroons Development Corporation
VICTORIA - CAMEROONS / U.U.K.T. / -8 X 57
(*from my own collection*)

The Cameroons left the Nigeria Federation on 1 October 1960, though continuing to use its postal services on an Agency basis for a further year.

The machine initially supplied to U.A.C., though possibly licenced, was found to be faulty and unreliable in use. It was replaced, but that was found equally unsatisfactory and returned to the supplier in Lagos.

The Barclays machine had, as I best recall from that time, received damaged in transit and thus inoperable. There being no local servicing facilities available it too was returned with no replacement being asked for.

There remained behind, however, to be salvaged for the record, a set of instructions and general notes on the operation of the meter consisting of 8 foolscap pages. Though touched upon in my article "Postage Meters used in the Cameroons under British Administration" (*Cameo* Volume 7 January 2001) I did not quote the content because of the comprehensive detail.

Thus to fill that gap and for the benefit of any forthcoming specialised study of Nigeria meter frankings (even those of the Gold Coast) I, on rediscovering my relative memorabilia, thought it now opportune to present the entire circular for the interests of philometrists. It covers all aspects of the operation of postage meters not known to have been comprehensively detailed elsewhere. The Nigeria Post Office Guide is lacking in this respect.

The Circular came typed/roneoed on plain paper without sourcing provenance of issuing/authorising office - i.e. no departmental letter-head or signature, or date of issue (presumably Lagos). It does however, make mention to "an official notice at the time of introduction of the machines" - presumably again this would have been a notice placed in the Nigeria Government Gazette on an unspecified date likely to have been in the mid-1950s.

It seems that these General Notes and Instructions might well have been adopted by the Nigeria P&T from those originally drawn up for users of meters earlier introduced in the Gold Coast. In the first paragraph on page 6 of this Nigeria Circular it is noted that reference is made to the licence having to be applied for to 'the Director of the Gold Coast'. Clearly here an oversight by the Nigerian postal authorities.

The eight page Circular, which may or may not have had a covering letter, is reproduced here, starting at the next line:

The following instructions were issued and are in force concerning Postage meter Franking Machines:-

Franking (Postage Meter) Machines
General Notes and Instructions

Introductory.

Franking or postage meter machines are hired or purchased from the manufacturers; by private persons or business firms, under licence from the Director, Posts and Telegraphs Department, Nigeria, and are used on private premises to make one or more impressions on letters etc. denoting the amount of postage prepaid; the place and date (but not the hour) of posting.

The machines may only be used for the prepayment of postage.

Before use the machine is taken to a prescribed Post Office by the User and a sum paid to cover the number of unites it is desired to purchase. When impressions are made on a letter etc. the amount expended in this way is registered on the meter in £. S. D. or in units. When the amount prepaid is expended a fresh payment must be made and where necessary, the meter reset.

The machines may be used at the option of the user to print an advertisement or other notice on the postal packet when the impression denoting postage is made. Such advertisements or notices must be confined to the left-hand half of the cover, in such a way as to be quite clear or the Postmark and stamp. The impression must be bright red in colour.

Labels.

Franked labels, not bearing the name and address of the addressee, may be used for affixing to parcels or bulky packets, on the following conditions:-

(a) the label must not be less than 3½ in. in length by 2 in. in width;

(b) the name and address of the licencee must be shown vertically at the left hand side;

(c) the label must he affixed close to (preferably just above) the label bearing the name and address of the addressee.

Description of Machines.

There are two types of machines approved for use in Nigeria. The multi-value model, supplied by Universal Postal Frankers Ltd., impresses stamps of any denomination from ½d to 29/11½d. It has two "meters, one which records the total expenditure and the other, which must be set to record the amount paid for, records the amount remaining unexpended. Both record in shillings and pence. This machine automatically ceases to operate when the amount paid is exhausted. A Record Book is supplied with each machine.

The other model, supplied by Roneo-Neopost Ltd., is a multi-value model, which has one meter for 6 denominations, There is only one meter, which shows the total number of units expended, and the machine does not cease to operate when the amount paid is exhausted. Two record cards are supplied with each machine, one for the user and the other for the Post Office.

Issue of Licenses.

When a machine is sold to a potential user, the issuing Company prepare a form of licence, which is forwarded to the Divisional Surveyor in whose district it is proposed to use the machine. The Divisional Surveyor is responsible for checking that all the details which have been entered thereon comply with the recognised arrangements. He is also responsible for checking that the indication on the date stamping die agrees with the particulars already used in postmarks for the district concerned. When these details have been checked the licence is signed by the Divisional Surveyor and duly witnessed, then returned to the supplying compnay (*sic*), so that the machine be issued.

Divisional Surveyors should keep a record of all licences issued in their district, showing the following particulars:-

Number of Licence.
Name and address of Licencee.
Number of machine.
Number of meter.
Denominations.
Type of Machine.
Indication on date-stamping die.
Date of issue of Licence.
Meter Office.
Posting office.

This record should be amended whenever a licence is cancelled, a machine withdrawn or added, or any other change made on the licence or schedule.

Setting Meters and renewal of Credit.

Before a Universal meter is handed to the user, care must be taken that it is securely sealed. Wire, lead seals and a sealing press bearing the code letters of the office are supplied by the maker of this meter. When a sealing press has been supplied it should be used for all meters set at the same office. When not in use, the sealing press and keys must be kept in the custody of the Surveyor and under lock and key.

Neopost meters are not set or sealed by the Post Office; but the meter must be presented at he Meter Office when each deposit is made, for verification of the Debit Record.

When a meter is presented for renewal of credit, the appropriate entries must be made on the Record cards or Record Book. No entry should be made until payment has actually been received; and in the case of Universal Meters, the meters should not be unsealed or unlocked until the entries on the corresponding card (except any entries respecting "invisible" meters) have been completed and checked. The entries respecting the "invisible" meter of Universal machines should be made immediately the seal has been broken and the dials -exposed. The setting of a meter, and the entries on the Record Cards or book must not be carried out by any officer below the tank of Surveyor.

Record Cards and Books should be retained for a period of two years after completion.

Exhaustion of Credit.

In the case of the Neopost Machines a close watch should be kept on the balance unexpended. The users should be asked, if necessary, to renew their credit, when it is approaching exhaustion. If there is any delay in making an adequate further payment, after credit is exhausted, the office at which the franked postal packets are received must be warned not to accept any further items until the credit has been renewed, and a report should be made to the Controller of Posts immediately.

Certificate of Good Condition of Machine.

As required by the condition of the licence the manufacturers agents will once a year send a

certificate of the good condition of a machine to the Divisional Surveyor of the district in which the relative is in use.

Accounting for Payments Received.

A Miscellaneous Receipt shall be issued at the Meter Office in respect of cash presented for the extension of credit.

Prepayment for Impressions made in Error.

Repayment for franking impressions made in error may be made, under the conditions governing the refundment of charges for spoiled postage stamps, provided that the impressions are legible and that the entire envelopes or wrappers are surrendered

Posting Arrangements.

Franked postal packets must be handed over the counter at a prescribed office and must be tied in bundles, with the addresses in one direction, whenever the total number posted at any one time exceeds twenty.

The Divisional Surveyor may arrange for acceptance at any Departmental Office convenient to the user.

Franked correspondence may alternatively be included in a private bag, but must be separated from correspondence bearing adhesive postage stamps. Arrangements for utilising this service will also be made by the Divisional Surveyor.

Posting Dockets.

With the last consignment of each day the user will furnish a posting docket in respect of the meter showing:-

(a) The name and address of the user and particulars of the meter;

(b) the date and

(c) the reading of the meter at the close of the day.

A docket must be handed in every day whether the meter is used on that day or not.

If posting is made at an office other than the Office where the Record Cards or Books are kept, the docket should be sent under cover to the latter office, and a check should be made there to ensure that a posting docket is received for each meter. The dockets should be preserved for two years.

In the case of Neopost Machines it is most important that the meter readings shown on each docket be compared daily with the entries on the Record Card, to ensure that the machine is not being used after credit has been exhausted.

Packets for Registration and Parcels.

Postal packets intended for registration should be accepted at the proper office of posting, provided they comply with the conditions mentioned above and are in order for registered post. After acceptance they should be included with other registered packets prepaid in the normal way.

Parcels franked by the machines, or bearing labels of the approved kind should also be accepted, provided they comply with the conditions governing meter postings and are in order for Parcel Post. After acceptance franked parcels should circulate in the normal way.

General Examination.

Franked postal packets tendered at the counter, or received in the Sorting Office, should be examined in order to ascertain that they are posted on behalf of a duly authorised licensee.

A general but not detailed examination must be made at intervals of about a month to see:-

(a) that the stamp impressions are complete and of the authorised design and colour and represent the appropriate postage.

(b) that the proper date is shown and that the number in the impression is the one allotted to the posting firm.

Exceptionally, packets inadvertently franked too late for posting the same day may be accepted up to 10 a.m. the next week day, if special attention is drawn to the matter when they are posted. Packets bearing the date following the date of posting may be accepted. Apart from these exceptional cases, packets bearing a wrong date should not be accepted, and if such packets come under notice after the licencee's premises are closed, they should be held over and the posters asked to collect them on the following day.

Examination and treatment in Sorting Offices.

Franked packets should be kept under observation in the Sorting Office with a view to detecting defective impressions of deficient postage.

Franked letters not posted through the recognised channels, and letters etc. received in a batch of meter postings without franking impressions should be treated as unpaid.

Special Checks.

In order to see that the postage on the packets handed in does not exceed that indicated by the meter readings, as shown on the posting dockets, each user's postings should be counted for one day every three months, but at irregular intervals, and the result of the count checked against the meter readings. Any appreciable discrepancy should be reported to the Controller of Posts without delay.

In making the occasional checks care should be taken that any meter-franked registered articles or parcels posted on that day are also included.

Special checks are sometimes rendered unreliable by reason of the fact that some licensees make a practice of franking covers in advance of the date of posting. In any cases where difficulty arises through this practice, the licensee should be required to enter on the back of the daily posting docket the value of impressions intended to be posted on a subsequent date.

Editorial Note: The next paragraph is numbered '2.' as shown, and following sections are similarly numbered '3.' and '4.'. However, none of the preceding text is numbered '1.', so it is unclear to what these numbers represent exactly. It is possible that all the document so far is '1.'.

2. The attached are issued to the user after completion of the form of licence in this office.

3. The following official notice was issued at the time of introduction of the machines:-

"Public Notice No.

It is hereby notified for general information that pursuant to the provisions of section 14 of the Post Office Ordinance, the Director of Posts and Telegraphs will grant licences for the use of Franking (Postage Meter) Machines instead of payment of postage by means of stamps subject to the following conditions:-

1. Application for licences should be made in writing to the Director of Posts and Telegraphs.

2. Payments in advance must be made from time to time at a specified Post Office where the meter must be presented for meter setting of registering.

3. The correspondence Franked by the machine must be faced, securely tied in bundles (in separate bundles for each rate of postage) and handed in at a specified Post Office. In no circumstances can posting be allowed otherwise than at the authorised posting point.

4. At the end of every week-day, whether the franking machine has been used or not, a docket must be tendered showing the reading of the meter or meters of the machine. If, under exceptional arrangements, anything has been franked or held back for posting another day, particulars must be furnished on the docket.

5. Franking dies and machines must be maintained in good condition to ensure clear and distinct franking impressions and complete accuracy in recording. Repairs must be undertaken at the expense of the licence holder.

6. The impressions, frank and postmark, must be bright red in colour.

7. Franking impressions are not valid for any purpose other than prepayment of postage.

8. Any such licence may be revoked forthwith by the Director by notice in writing to the user if there shall be any breach by the user of the conditions contained therein."

4. As regards Stamp Cancelling Machines no specific instructions were issued apart from supplying each Postmaster in charge of an office using such machines with a copy of the makers' instruction booklet. The staff using the machine were shown how to use it, keep it clean and how to insert the die.

LICENCE for the use of a Franking Machine for Denoting Prepaymen (*sic*)
of postage.

Whereas .....
(herein after called "the User") has applied to the Director of the Gold Coast (which expression shall also include his successors in office wherever the subject or context so allows) for permission to use at the offices and for the business of the User at ..... a Postal Franking Machine No. ..... manufactured by .....
together with such meter or meters and franking and date stamping die or dies as are specified in the Schedule hereto for the purpose of making impressions on postal packets to denote prepayment of postage to such extent and in such cases as the Director shall authorise. Now therefore in pursuance of Section 52 (1) (c) of the Post Office Ordinance and of all powers in this behalf enabling him the Director doth hereby grant to the User Licence and permission to use the said machine for such purpose as aforesaid subject to the conditions hereinafter set forth. The Licence and permission shall continue until revoked or determined as specifically provided in the next succeeding proviso that is to say:-

PROVIDED ALWAYS THAT :-

1. this Licence may be revoked forthwith by the Director by notice in writing to the User if there shall be any breach by the User of any of the conditions herein contained or in any of the following events, namely:-

(a) any machine proving mechanically unsatisfactory;

(b) the Director considering that any machine has been improperly used or has been used in such a manner as to cause embarrassment or inconvenience to himself or to any officer of the Post Office; or

(c) The Director considering that any words, letters or marks, which he regards as embarrassing to himself or to any officer of the Post Office and which are printed or impressed upon or attached to a Postal Packet or document otherwise than by the machine, have the appearance of being printed or impressed by means of the machine.

2. this Licence and permission are subject and without prejudice to any rights which are now or may for the time being be subsisting or claimed or allowed to be subsisting under or by virtue of the Patents Registration and Trade Marks Ordinances (Cap.148-150) or any statutory re-enactment or modification thereof for the time being in force and the Director accepts no liability whatever in respect of any present or future infringement or alleged infringements of any such rights by the said machine and meter or meters.

3. this Licence and permission may be determined by not less than forteen (*sic*) days' notice in writing from the Director to the User in the event of the repeal of the said Regulations or either of them in the said Warrants or in the event of any such modification of the said Regulations or either of them as makes it requisite for the Director to determine this Licence or in the event of the Director being advised that such determination is expedient in consequence of any officer of the Post Office on the ground of any such infringement of patent rights as aforesaid.

THE CONDITIONS ABOVE REFERRED TO

1. No meter shall be used until it has been presented with this licence at the .....Post Office and the amount due in respect of the use of the machine and meter for postage has been prepaid by the User. No seals shall be broken except by or in the presence of a duly authorised officer of the Post Office. There shall be no duplicate seals and the sealed mechanism shall not be in any way interfered with except by such officer.

2. Impressions must be clear, distinct and complete, and made only upon the actual material of the cover, envelope or appropriate label of the postal packet to be posted. Postage cannot be prepaid by means of incomplete franking impressions, or by means of impressions on pieces of paper (other than labels of approved type) affixed to letters, and packets in the way in which postage stamps are affixed.

3. The name and address of the User must be printed or embossed on all labels which are to bear a frank. Similar particulars must appear on envelopes and wrappers unless the messenger tendering the packet produced other documentary evidence that he is the licensee's authorised representative.

4. The date appearing in the date-stamping die impression on postal packets must be the date on which posting is effected.

5. All postal packets stamped by the machine must be arranged for posting with the addresses facing the same way and except when the number of items is less than 20, must be tied in bundles, printed paper packets prepaid at the minimum rate, imitation typewritten circulars, and postal packets bearing adhesive stamps as well as franking impressions, must each be tendered in separate bundles.

6. All postal packets stamped by the machine must be handed
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Any postal packet stamped by the machine and handed in or posted in any other way than that prescribed will be regarded as unpaid and surcharged accordingly.

7. A posting docket must be tendered once daily whether of (*sic*) not the machine is used .....
.....
.....
in respect of each meter. The docket shall indicate:-

(a) The name and address of the sender and the serial identification number of the machine and meter.

(b) The date.

(c) The reading of the meter at the time of the final Posting (if any) of the day.

8. Facilities must be given to officers of the Post Office to inspect the machine and meter or meters without notice at all reasonable times during usual business hours and the same must be brought by the User to the Post Office mentioned in Condition 1 for inspection if and when required by the Director.

9. The User shall not without the Director's Licence in limiting use or permit to be used for any such purpose as aforesaid any franking machine or meter other than those hereby expressed permitted.

10. The User shall keep the machine, including the meter or meters, in good condition, and to ensure the efficient working thereof the User shall, once in every year or more frequently if the Director shall so stipulate, allow the manufacturers of the machine to inspect it so that such repairs as may be necessary may be effected and that the manufacturers may furnish to the Director such Certificate of the good condition of the machine as may be required by the Director.

11. The Director or an authorised officer of the Post Office will, after receipt of a written application by the User, make allowance for any impressions made in error (less a deduction of 5 per cent face value) on surrender of the envelopes, wrappers, or address labels provided that the impressions are legible and that the entire envelopes, wrappers, or labels are produced and surrendered within three months of the date of stamping.

12. The conditions of this Licence and Permission may be altered and added to at any time by the Director if and so far as may be necessary to bring them into conformity with the regulations and rules for the time being of the Post Office.

13. Any notice under this Licence from the Director to the User shall be sufficiently given if notified to the User in a letter or writing left at or sent by post addressed to the address given above or the User's last known or usual place of abode or business.

14. (1) Neither the Director nor the Post Office revenue nor any officer of the Post Office shall be responsible for the working of the machine or meters or be liable in respect or by reason of any rejection or delay in delivery of any postal packets bearing such impression as aforesaid.

(2) All postal packets impressed in pursuance of this Licence shall in all respects (except as to the mode of prepayment of postage) be subject to and regulated by Post Office Ordinance and Regulations for the time being applicable to other postal packets of the same kind.

AS WITNESS my hand this ..... day of .....19....

German and French Nationals Interned in Nigeria during World War II

Michael Wright and Marty Bratzel

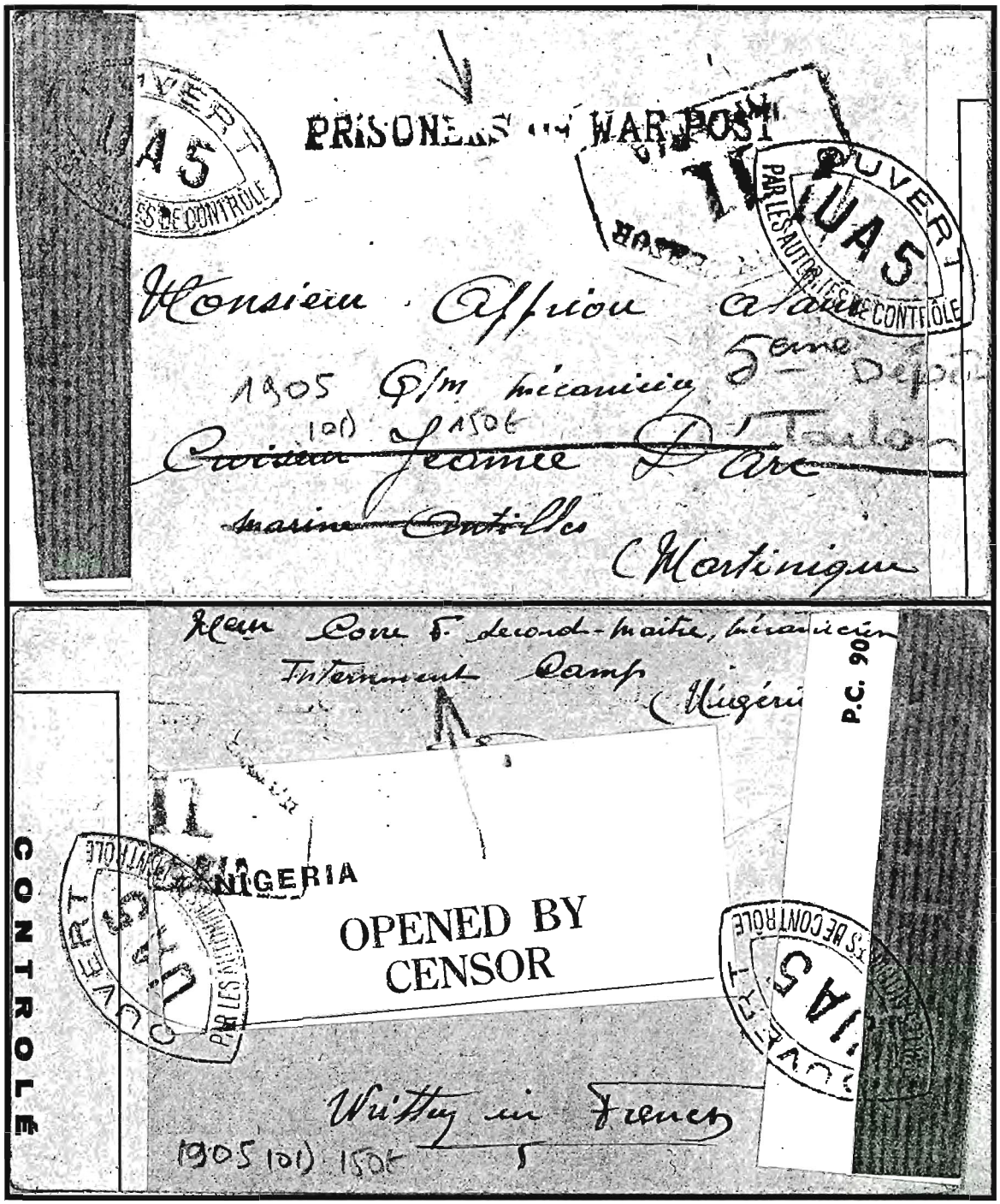


Figure 1 Cover from a French internee to Martinique, then forwarded to Toulon.

Bob Maddocks has discussed German nationals from the British Cameroons and French Cameroun held at the Central Internment Camp, Nigeria during World War II (Ref. 1-2). Although there were camps at Lagos and Umahia, his research led him to understand that the Central Internment Camp was at Ibadan.

After the outbreak of war in September 1939, Germans in the British Cameroons who were willing were paroled for employment on essential plantation work. In July 1940, however, they were rounded up and interned, initially at Ibadan. Examples of mail sent by German nationals while on parole are presented in Ref. 3.

With the collapse of France, an armistice was signed on June 22, 1940. One of the clauses called for the release of German internees. In contravention of orders received from France, in late June / early July, Richard Brunot, the High Commissioner in French Cameroun, transferred German internees to the British authorities in Nigeria, a move for which he was subsequently reprimanded by the Pétainist Admiral Platon during his visit to Cameroun on July 20-22 (Ref. 4). An example of mail to a German national interned in French Cameroun is presented in Ref. 5.

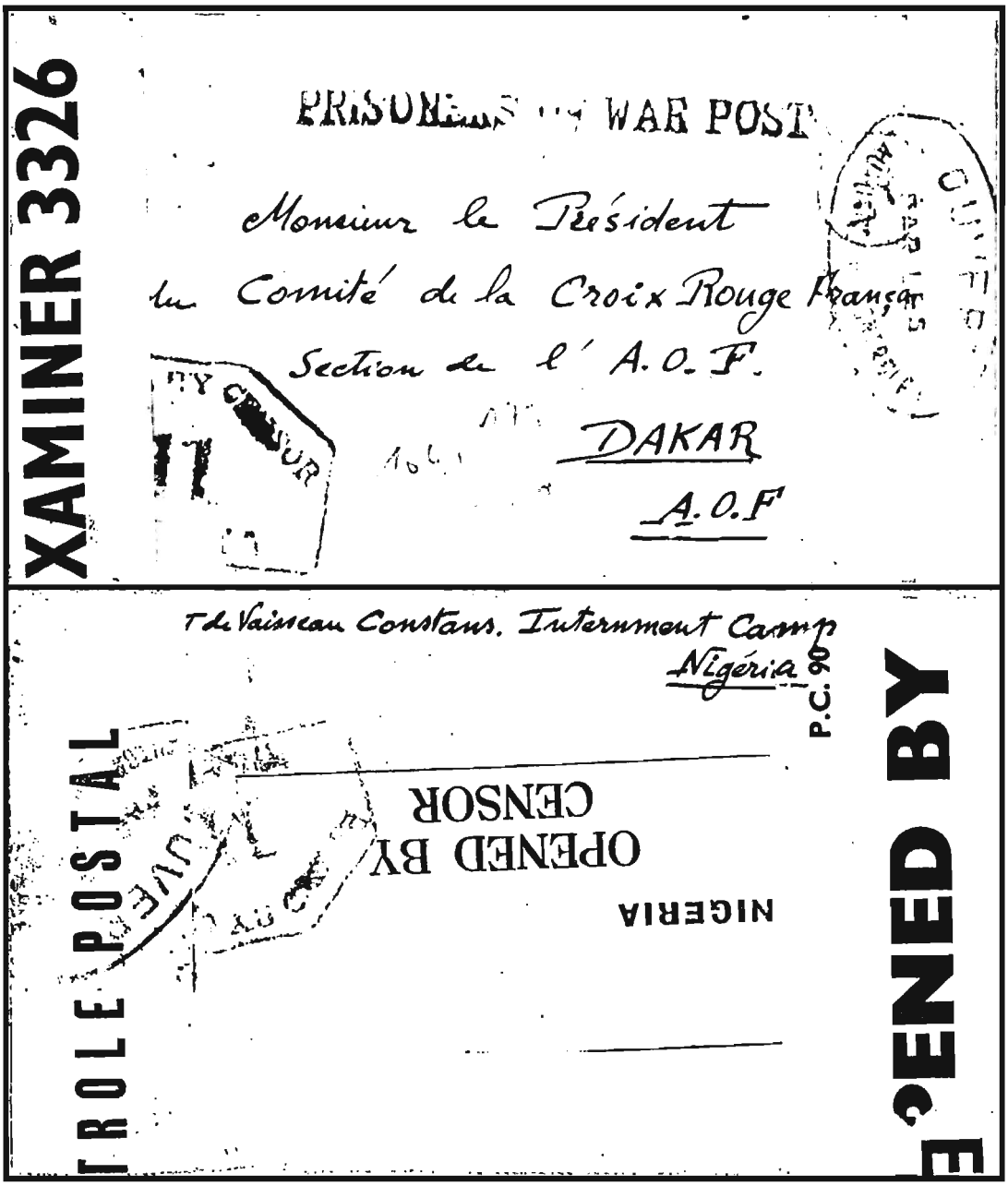


Figure 2: Cover from a French internee to Dakar.

Maddocks (Ref. 1) illustrated and discussed a cover to Hamburg sent by a German formerly resident at Douala, French Cameroun but now at the Central Internment Camp, Nigeria. That cover had no postal markings but bore a straight-line handstamp Prisoners of War Post and had been opened and censored by the British at Lagos and again by the Oberkommando der Wehrmacht upon arrival in Germany.

The Internment Camp also held French nationals, as evidenced by the covers presented in Figures 1 and 2. These two covers have a number of common characteristics, which are also shared with Maddocks's cover in Ref. 1:

- Each has a straight-line handstamp Prisoners of War Post struck in red.
- There are no postal markings.
- Each was censored at Lagos, as evidenced by the Passed by Censor / Nigeria / 11 cachet.
- The Nigeria censorship tape was placed across the back flap, indicating that the envelopes were handed in unsealed.

On Maddocks's cover the letters in the handstamp are sans serif and, on the two covers illustrated here, the letters are serifed, indicating two different handstamps. The serifed device shows damage to several of the letters. The two handstamps may have been used at different times at the same camp or may have been used at different camps.

The cover in Figure 1 is addressed to a crew member of the Croiseur *Jeanne d'Arc*, then at Martinique. Judging from his title of second-maitre, mécanicien, the sender was probably in the navy. En route, the cover was censored again by the British, evidenced by the P.C. 90 tape, then by the Vichy French. After arrival in Martinique, the cover was forwarded to the 5eme Dépot des Equipages de la Flotte at Toulon. Not being familiar with where the numbered Vichy censor device Ouvert / UA5 / pas les autorités de contrôle was assigned, we cannot say where the cover was opened and resealed. Although the cover was redirected to Toulon, the *Jeanne d'Arc* did not return there.

The date when the cover was sent cannot be pinpointed, but it is possible to give a range. The *Jeanne d'Arc* had been disarmed upon arrival at Fort-de-France, Martinique and confined there from 25 June 1940 until 3 June 1943, when it joined the Allied forces. According to Martin, Walton and Harris (Ref. 6), the Nigerian censor tape on the cover is Type 3, recorded used between 16 August 1941 and 11 August 1944, and the hexagonal 11 cachet is Type 1A, last recorded used on 28 February 1942 (Ref. 6). This would indicate that the cover in Figure 1 was likely sent in late 1941 or early 1942.

The cover in Figure 2 is addressed to the regional head of the International Red Cross at Dakar, Senegal. The sender's name and title are obscured by the censor tape, but de vaisseau (vessel) *Constans* indicates that the sender was also a mariner. We have been unable to determine whether the *Constans* was a French naval vessel or a merchant ship but, if the word – mostly under the resealing tape – preceding de vaisseau is lieutenant, then most likely the former. Like the cover in Figure 1, this cover, too, had been opened a second time by the British and again resealed with tape imprinted Examiner 3326 and P.C. 90 (location of use not known to us), then examined by the Vichy French, presumably at Dakar, with the resealing tape tied by two strikes of the oval cachet Ouvert / par les / autorités de contrôle and by the A-2 reader's mark.

Like the cover in Figure 1, the Nigerian censor tape on the cover in Figure 2 is also Type 3 and the hexagonal 11 cachet is Type 1A. This would indicate that this cover also was likely sent in late 1941 or early 1942.

Returning to Maddocks's cover, the Nigerian censor tape is Type 1B, recorded used between 15 March 1940 and 12 February 1942, and the hexagonal 11 cachet is Type 1A (Ref. 6). From this, and from the fact that German nationals were transferred from French Cameroun to Nigeria in late June / early July 1940, we could conclude that the cover from the German internee was sent between July 1940 and early 1942. However, based on information about a German from the British Cameroons and also sent to Nigeria, by analogy, it is possible that the writer had been transferred to Up Park Camp, Kingston, Jamaica by December 1940 (Ref. 2), which would narrow the range of despatch from Nigeria to the latter half of 1940.

From the covers to hand, we know that both Germans and French were interned in Nigeria during World War II. To determine whether nationals of other countries were also interned, and whether the internees were military or civilian, political or otherwise, we would welcome the opportunity to examine other covers from Nigerian internment camps. Of course, authoritative information about the location and operation of the camps, including dates of opening and closure, would be appreciated.

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4. Jennings, Eric T. *Free French Africa in World War II – The African Resistance.* New York, Cambridge University Press, 2015. 300 pages. ISBN 978-1-107-69697-6.
5. Bratzel, Marty. Germans in French Cameroun during World War II. *German Postal Specialist*, Vol. 68, in press.
6. Martin, Jeremy, Frank Walton, and Ray Harris. *West African Censorship.* 3rd edition, West Africa Study Circle, 2014. ISBN 978-1-905647-13-2.

Gambia PUK cover

Oliver Andrew



With reference to *Cameo* October 2016, page 154, here is another cover with the same P.UK cachet, addressed to the same person from Beeston on 22 Nov 1943 and redirected back to the UK in the same way. It seems to have been forwarded to Cranwell by a different person as the way "College Cranwell" is written is different, but it is interesting to wonder why friends and family were not aware that L.A.C Wild had returned to the UK to serve or study at the RAF College.

RAF West Africa Forces Handstamps

Barbara Priddy

Gambia: the WWII *PUK* cachet

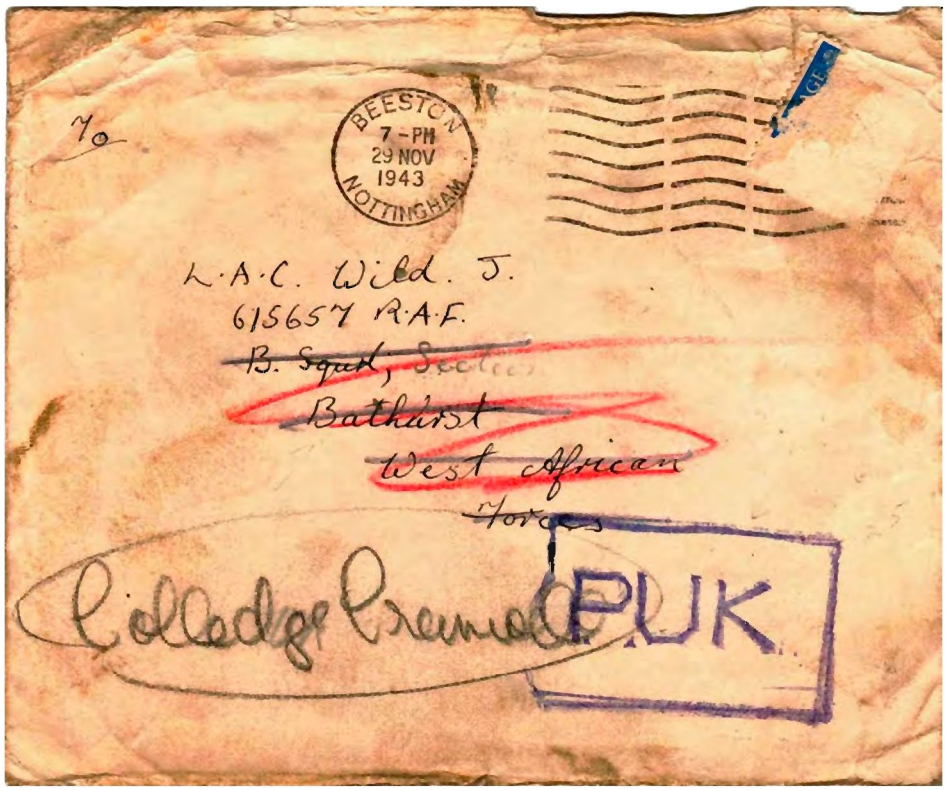


Figure 1

Upon reading Jeremy Martin's article on this cachet in the October 2016 issue I recalled that some years ago I had acquired two of these, to the same addressee, posted in Nottingham in November 1943 and Manchester in January 1944, both very scruffy and missing their stamps, but with the same pencil readdressing 'College' (or 'Colledge') 'Cranwell' and identical handstamps. I too had always believed that this stood for 'Posted to UK': I further believed that they had been applied by the RAF rather than by the civil postal service. I therefore showed these at the meeting of 12 November, and Rob May pointed out that on one of them (fig 1) the pencilled readdressing overlies the PUK handstamp, thus proving that it was indeed applied by the RAF. The only question left is whether this handstamp belonged to the RAF postal service or to a clerk in the squadron's administrative office: I am inclined to think the latter.

Sierra Leone: the RAF Base Post Office cachet

While digging out the P.UK cachets, I found a correspondence, also to an LAC in the West Africa Force, but this time based at 176 Maintenance Unit, Hastings. Two of the covers are from Gold Coast. Both are registered and franked 6d for surface mail. The first was posted at Sekondi 20 March 1944, and back-stamped at FPO 106, which was originally at Takoradi. However by 1944 the main RAF base in Gold Coast was Accra, and if FPO 106 had also moved to Accra that would account for the date of 23 March shown in figure 2. (I am not at all sure of this, and would welcome comments from anyone with certain knowledge.)

The second, posted at Accra 27 March 1944, has no transit marking. Both have the arrival back-stamp 'ROYAL AIR FORCE / BASE POST OFFICE / WEST AFRICA FORCE / 1 APR 1944', the date being from an adjustable date-stamp. With this timeframe, Gold Coast to Sierra Leone in 5 days, carriage is probably by air. During the period 19 November 1943 - mid April 1944, there was no BOAC service from West Africa: there was a BOAC service from Rabat Sale to Lyneham, and the gap was bridged by an RAF Dakota weekly service from Accra via Takoradi, Freetown, Bathurst and Port Etienne (supra, page 65 onward).



Figure 2

This service was scheduled to leave Accra on Mondays and arrive at Rabat on Tuesdays. Both covers should therefore have been carried by the flight of Monday 27 March 1944. However, there were constant problems in maintaining the schedule, and a so far unidentified crisis in mid-March 1944 appears to have completely disrupted it, so the flight could have taken place any day between 27 March and 1 April (Ref 1)

I have also been unable to identify the precise location of the Base Post Office. There had been a strong RAF presence in Sierra Leone, but by March 1944 this was reduced to No 204 Squadron and a detachment of No 270 Squadron with Sunderland III flying-boats, and No 490 Squadron with Consolidated Catalina 1B flying-boats, based at Jui (Ref 2). According to www.rafweb.org/stations, RAF Hastings had become 36 Personnel Transit Centre and RAF Waterloo appears to have been temporarily disused.

However, this website also says that 176 Maintenance Unit left Hastings in 1943, but according to the RAF Log Book of the Unit (Ref 3) 176 MU started operating in December 1941 in Hastings, rapidly expanded into adjoining 'Kosso Town' (I have been unable to identify this), by March 1944 was supplying everything from clothing to electrical equipment and mainframes to RAF bases not only in Sierra Leone and Gambia but also in Gold Coast, Nigeria, Liberia and Senegal, North Africa, the Middle East and India, and finally closed down at the end of the war.

The log book refers to visits from Air HQ West Africa as if this was not on the same site as the Maintenance Unit: but in that case where was it?

References

1. Priddy, Barbara & Wingent, Peter, *The R.A.F. West Africa - Rabat Service 1943 - 44*, pp65-87 of this issue of Cameo and also available on the WASC website www.wasc.org.uk
2. Rawlings, John DR, *Coastal Support and Special Squadrons of the RAF and their Aircraft*, publ. Jane's (date unknown)]
3. National Archives File AIR 29/1057, notes available from me

Gold Coast Honour Envelopes

Jeremy Martin FRPSL

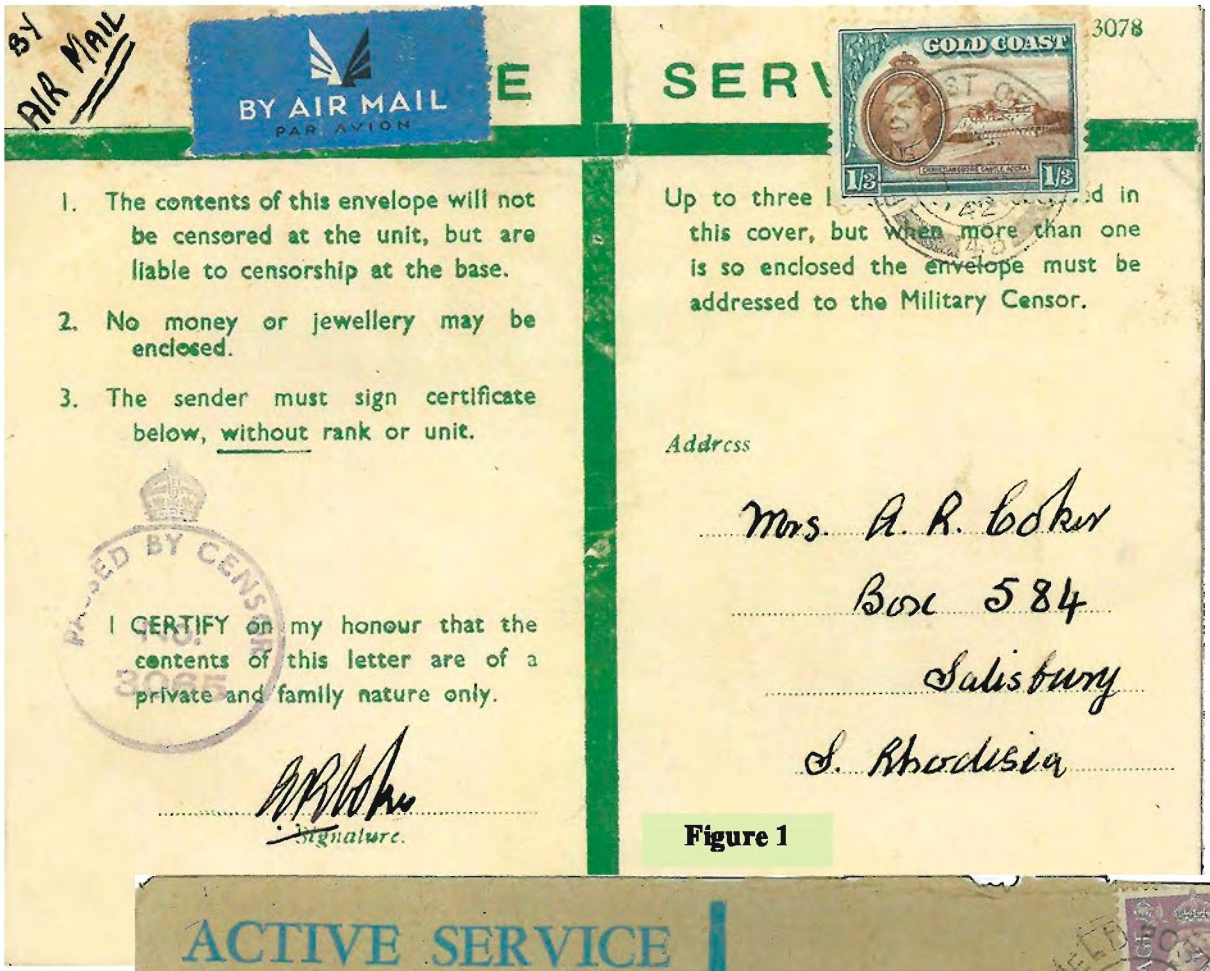


Figure 1

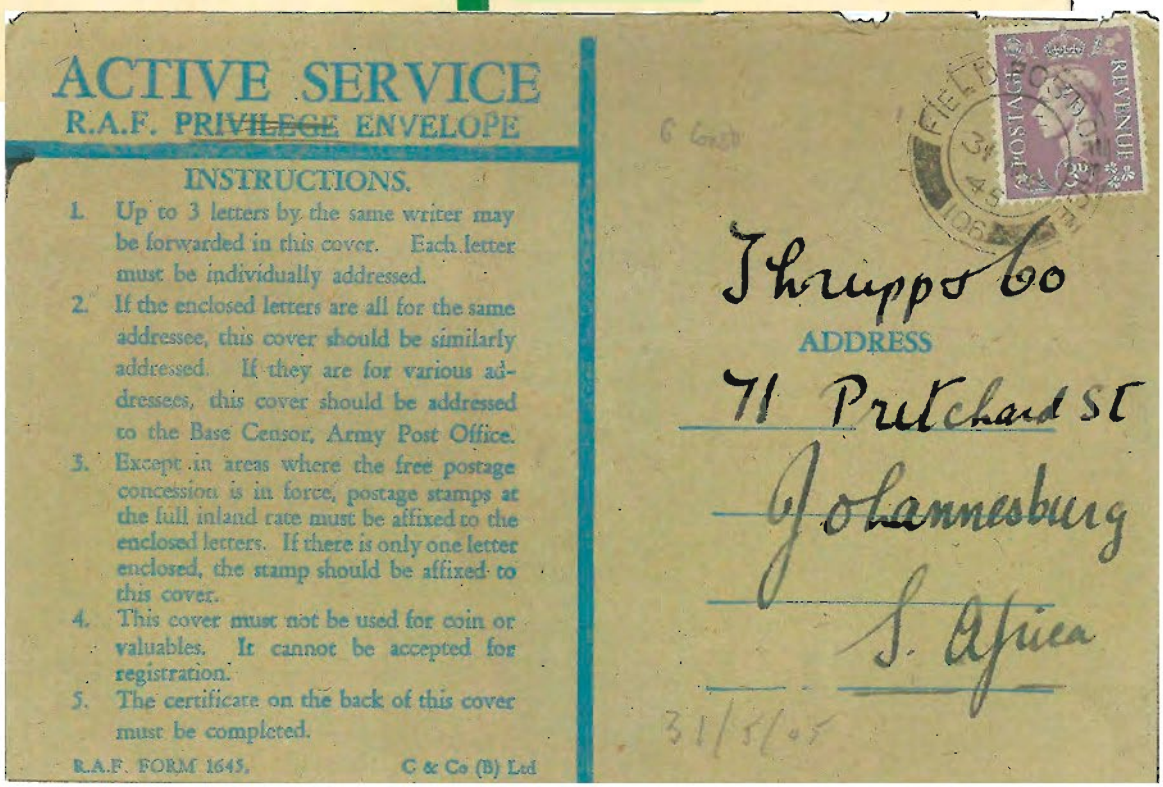


Figure 2

Recently I acquired a small collection of Honour Envelopes. One (Figure 1) is larger than usual, measuring 160 x 130 mm and is believed to originate from East Africa. The 1/3d stamp has an FPO 45 datestamp in 1942.
The other (Figure 2) is an RAF envelope from FPO c106, dated 31 May 1945. This is only the second RAF item I have obtained; the other being dated 9 November 1945. I expect there are earlier examples.



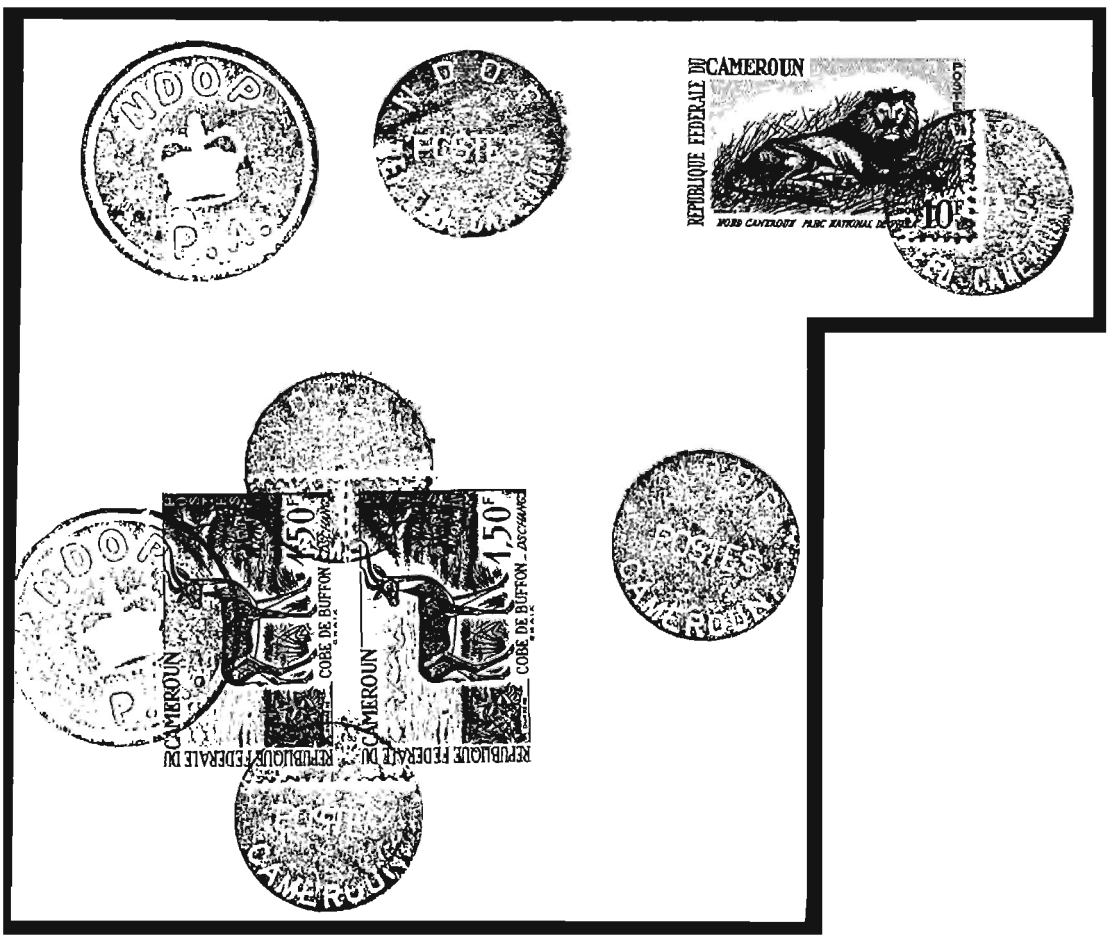
Ndop, Cameroun – Negative Cachets

Michael Wright and Marty Bratzel

Depicted here are three different negative cachets for Ndop, Cameroun. Since the devices were not intended to be inked, the strikes are a bit unclear. Negative cachets would be impressed, for example, into the wax used to seal mail bags. These particular strikes were created by favour circa 1966.

The first, with a diameter of ~31¼ mm, is worded Ndop / P.A. [postal agency] with a St. Edward's crown in the centre. The device is a holdover from the former British administration. The second, with a diameter of ~25 mm, is worded Ndop / Rep. Fed. Cameroun / Postes and the third, also ~25 mm, is worded Ndop / Cameroun / Postes.

An identical negative cachet worded Mbengwi / Rep. Fed. Cameroun / Postes has also been recorded, circa 1962. Negative cachets likely exist for most other post offices and postal agencies of that time period. Further information and reports are welcomed.



RAF West Africa - Rabat Service 1943 - 44

The evidence from RAF files in The National Archives

Barbara Priddy

From November 1943 to March 1944, there was no BOAC service between West Africa and UK.

BOAC services from UK terminated at Rabat. The gap between West Africa and Rabat was bridged by the RAF. All information in the first five sections of this article comes from logbooks and files kept by RAF 114Wing stationed at Accra.

Formation of 114 Wing

In April 1943 the airfield at Accra was under the control of the USAAF. The RAF wished to set up a controlling wing here for the REFORS operations Gold Coast - Egypt. (AIR 38/142, 19 April 1943). Operations to set up 114 Wing at Accra started in July 1943 and the base was fully operational by September (AIR 26/170, September 1943).

During September and October the base dealt with:

(1) REFORS aircraft *[military aircraft passing through Accra en route to Cairo and North Africa]*
(2) Passengers arriving and departing by
  (i) RAF aircraft
  (ii) BOAC aircraft
  (iii) USATC aircraft
  (iv) French aircraft (LAM - Fighting French)
(3a) Freight from Miami, Takoradi, Lagos, Freetown, South Africa, Benson
(3b) Freight to Cairo, Takoradi, Lagos, Freetown, South Africa, Algiers, Fisherman's Lake, Washington, Ascension Island and Bathurst

Tables showing the numbers of passengers and weight of freight to and from each of these each month are given. (AIR 26/170, October 1943)

Mail is not mentioned until 9 October: the entry records 'Nil mail received or despatched'. From 10 October to end of October, bags of official and diplomatic mail are recorded received and despatched virtually every day; to and from Lagos, Freetown, Takoradi by RAFDC, to and from Lagos by BOAC, to and from Miami and Ascension by Liberator, and to and from Miami and Washington by US Army Courier. (AIR 26/170, October 1943). This can be summarised as follows:

October 10-31 *[this table does not appear in the records but has been constructed from the daily information, see Appendix 1, for comparison with following table]*

Aircraft or service	RAF DC	Liberator	Service aircraft	BOAC	US Army Courier	USATC	Special service Dakota	REFORS Dakota	**Total**
Bags in	125	68	48	59	5	5	0	0	**310**
Bags out	71	32	79	53	0	0	13	23	**271**
Total	196	100	127	112	5	5	13	23	**581**

Provision of aircraft

114 Wing were operating not only the Accra - Rabat service but also flights to troops throughout West Africa (the Bush Service, later Dakota Comms. or Trans. A/c, referred to in the tables below). For all of these together they appear to have had (eventually) eight Dakotas.

> AIR 38/142 2 October 1943: telegram from HQTC (Fletcher) to AHQWA (Cole-Hamilton): 'we are applying to Air Ministry for approval to form the Transport Squadron at Accra to consist of the communication flight comprising five Hudsons, two Ansons, one Harvard, and a transport flight of ten Dakotas to operate scheduled flights'.

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17 November 1943: memo of discussion with AOC 114 Wing [no indication who wrote this]. 'I cleared the point that the three Dakotas allotted to West Africa for scheduled air services were allotted to AOC West Africa about 9 months ago. A letter must be written to the Air Ministry asking that these three aircraft be allotted to 114 Wing Transport Command and operated by that Wing. C-in-C decided we must keep our promise and supply 114 Wing with ten Dakotas: OC 114 said all he required was another five Dakotas immediately plus the three from AHQ WA'.

Inception and operation of Accra - Rabat Sale service

216 Group proposed a coastal service, Accra - Rabat Sale, to connect with flights Rabat - UK: survey flights were carried out in October (AIR 25/867, October 1943; AIR 26/170, October 1943). This service was variously designated NSL in November 1943 and January 1944 [N=Northern area, S=Rabat Sale, L-Lagos], WAS in December 1943 [W=Western area, A=Accra, S=Rabat Sale], and WLS in March 1944 [W=Western area, L=Lagos, S=Rabat Sale]. In February 1944, the service is shown as WAS overwritten NSL, or possibly vice-versa (AIR 26/170, November 1943, December 1943, January 1944, February 1944 and March 1944). This shows some confusion over the terminus, and also over the area to which the service belonged, further compounded by two other references:

> AIR 26/171, December 1943 (18): Further agreed that when 114 Wing was ready to operate the NSL service, it would be known as the WAS service.
> AIR 26/171, 24 January 1944) Traffic Notice No. 5.: Flight designations - eg WLS = Lagos-Rabat Sale service.

[I think this indicates that the service connected through to Lagos from the start, but, because 114 Wing HQ was at Accra, was sometimes thought of as originating there, and, because the northern terminus was Rabat, was also sometimes thought of as originating there.]

From November 1943 to March 1944 inclusive, tables are given of Mail Bags (Miscellaneous) Number In and Out. *[From the numbers these must include civilian mail as well as official, diplomatic and Forces'.]*

November 1943

Aircraft or service	RAF DC Bush Service	Liberator east & westbound	Hudson, Anson etc	BOAC	NSL	US Army Courier	REFORS Baltimore & Dakota	**Total**
Bags in	240	147	12	176	154	27	0	**756**
Bags out	419	31	61	189	254	6	26	**986**
Total	659	178	73	365	408	33	26	**1742**

December 1943

Aircraft or service	Dakota Comm. Aircraft	Liberator east & westbound	Hudson, Anson etc	BOAC	WAS	USATC	REFORS	**Total**
Bags in	456	297	117	123	174	22	0	**1189**
Bags out	507	40	86	40	335	211	153	**1372**
Total	963	337	203	163	509	233	153	**2561**

January 1944

Aircraft or service	Dakota Comm. Aircraft	Liberator east & westbound	Service Hudson, Anson etc	BOAC	NSL	USATC	REFORS	**Total**
Bags in	285	544	9	179	133	3	0	**1153**
Bags out	408	15	77	125	321	376	25	**1347**
Total	693	559	86	304	454	379	25	**2500**

February 1944

Aircraft or service	Dakota Flt.	Liberator east & westbound	Service Hudson etc	BOAC	WAS	USATC	REFORS	**Total**
Bags in	333	546	22	226	186	4	3	**1320**
Bags out	531	51	102	258	277	445	Nil	**1664**
Total	864	597	124	484	465	449	3	**2984**

March 1944

Aircraft or service	Dakota Trans. Aircraft	Liberator east & westbound	Service Hudson etc	BOAC	WLS	USATC	REFORS	**Total**
Bags in	665	123	102	147	137	60	6	**1240**
Bags out	589	24	112	246	248	88	0	**1307**
Total	*1254*	*147*	*214*	*393*	*385*	*148*	*6*	***2547***

[Totals not given in original]
The 'NSL' (or 'WAS' or 'WLS') column refers to the Accra-Rabat service, see above.

Route
The route was coastal and not inland (AIR 25/867 October 1943). A list of Air Transport Services Operated in West Africa, undated but probably January or February 1944, gives the northbound route as Lagos - Accra - Takoradi - Freetown - Bathurst - Port Etienne - Rabat (AIR 26/171, after January 1944). At first it was agreed that Port Etienne should be an overnight stop southbound as 'until further experience of the route had been gained, it was too long a flight both for passengers and crew alike to attempt to fly Rabat-Sale to Yundum in one day'. The distance [to Yundum] was 1,750 miles, and all agreed that this would be an over ambitious schedule for a commencement and likely to misfire as often as it comes off' (AIR 26/171 November 1943). However, when BOAC took over the service the charts show the aircraft regularly flying Rabat-Bathurst or even Freetown in one day.

Relationship with BOAC
BOAC was closely associated with the RAF throughout this period: see eg AIR 26/171, November 1943.

AIR 38/143 10 December 1943: letter from Ryan to AHQ RAF WA "the RAF and BOAC are to work together much closer than heretofore with regard to handling joint air traffic through West Africa". BOAC officers are on loan to joint stations prior to ADRUs [Air Despatch and Reception Units] being established.

Also, in November 1943 and again in December 1943 it was proposed that once the weekly RAF Rabat Sale - Accra route was functioning satisfactorily, BOAC should come in on it once a week in addition. (AIR 26/171, November and December). This did not happen, but after BOAC took over the route in April 1944, the provision of spare parts for Dakotas was a shared effort, while the RAF provided stand-in aircraft

when BOAC aircraft were damaged or U/S (AIR 38/142 passim and AIR 26/170, May, August and September 1944).

Carriage of civilian mail by the service
It is barely possible that the service carried southbound civilian airgraphs: the civilian airgraph service to West Africa was announced 10 March 1944. It is not possible that it carried southbound civilian airletters: this service was introduced 9 June 1944 (OMB WR 248, 10 June 1944). Southbound 1/3d airmails were not accepted until after the end of the war.

Northbound, it carried civilian airmail at the 1/3d rate. This had previously been carried by the BOAC Sunderland service Lagos-Abidjan-Freetown-Bathurst-Port Etienne-Gibraltar-Lisbon-Foynes-Poole which was withdrawn at the end of October 1943.

The last two Sunderland services left Lagos 23 October and 1 November 1943 (shown in BA charts). The first two RAF services left Accra 25 October and 1 November 1943 (see tables compiled by Peter Wingent). So the first covers we could definitely say were carried by the RAF service should be cancelled November 1943. Over the following pages are illustrated a number of covers which can be linked with these services.

Covers carried by the RAF Accra-Rabat service



Figure 1

The first cover (Fig 1) is cancelled Swedru (Gold Coast) 30 October 1943: it probably went on the RAF service of 1 November as the BOAC service did not call at Accra.

The second (Fig 2) is cancelled Freetown (Sierra Leone) 7 January 1944, addressed to Blackburn, Lancs, censored at Freetown, and endorsed by the addressee 'Received 19th Jan 1944'. This would have been carried by the RAF service leaving Freetown 10 January, arriving Rabat 11 January, then by one of the three aircraft flying the 14M service which left Rabat 15 January, arriving Lyneham 17 January. Three Gold Coast covers dated in February 1944 must have been carried by the RAF service, but have no arrival dates.



Figure 2

A Nigerian cover (Fig 3) is cancelled at Lau (near Jos) 16 March 1944, addressed to Cheltenham, censored at Lagos, and endorsed by the addressee '32 [the 32nd letter, presumably] arrived 12 April / date 15-3-44'.

It is difficult to understand why this should have taken so long. It sounds as if it could have arrived by the 14M service leaving Rabat 9 April and arriving Whitchurch 10 April: at the other end a short road trip to Jos, rail to Kaduna Junction and Lagos, censorship in Lagos, possibly changing planes in Accra - any of these could have held it up, but for so long?? I think it was probably diverted to sea mail.



Figure 3

Supporting this interpretation is a Gold Coast cover (Fig 4), registered at Sekondi 15 March 1944, bearing a 5/- adhesive, but marked 'P.O.O.C.' (posted out of course); another hand has scribbled out the printed par avion etiquette and written 'surface mail' in red ink. Was there a problem in mid-March 1944 that caused civilian mail to be sent by sea?


From,
ASNANI BROTHERS
P.O.Box 108
SEKONDI
BY AIR MAIL
PAR AVION
Surface mail
To,
THE COLONIAL TRADING COMPANY
44 Worship Street
LONDON E.C.2
GOLD COAST
5/
5/
R
SEKONDI
No. 478
REGISTERED
SEKONDI GOLD COAST
15 MAR 47

Figure 4

Can this (putative) problem have anything to do with a cover from Canada (Fig 5) to a Canadian airman at RAF Station, Takoradi, 'Salvaged from air crash'? The stamps have been lost (due to immersion?) but the contents are dated 8 March 1944. I have investigated the history of all the various aircraft by which this could possibly have been flown, in the records and on the internet, but there is absolutely no sign of an air crash - nor is the cover marked 'By Air Mail', unless an etiquette has also been lost. Given that it is a cover and not an air-letter, perhaps it comes from a shipwreck - but I can't find a plausible one of those either.

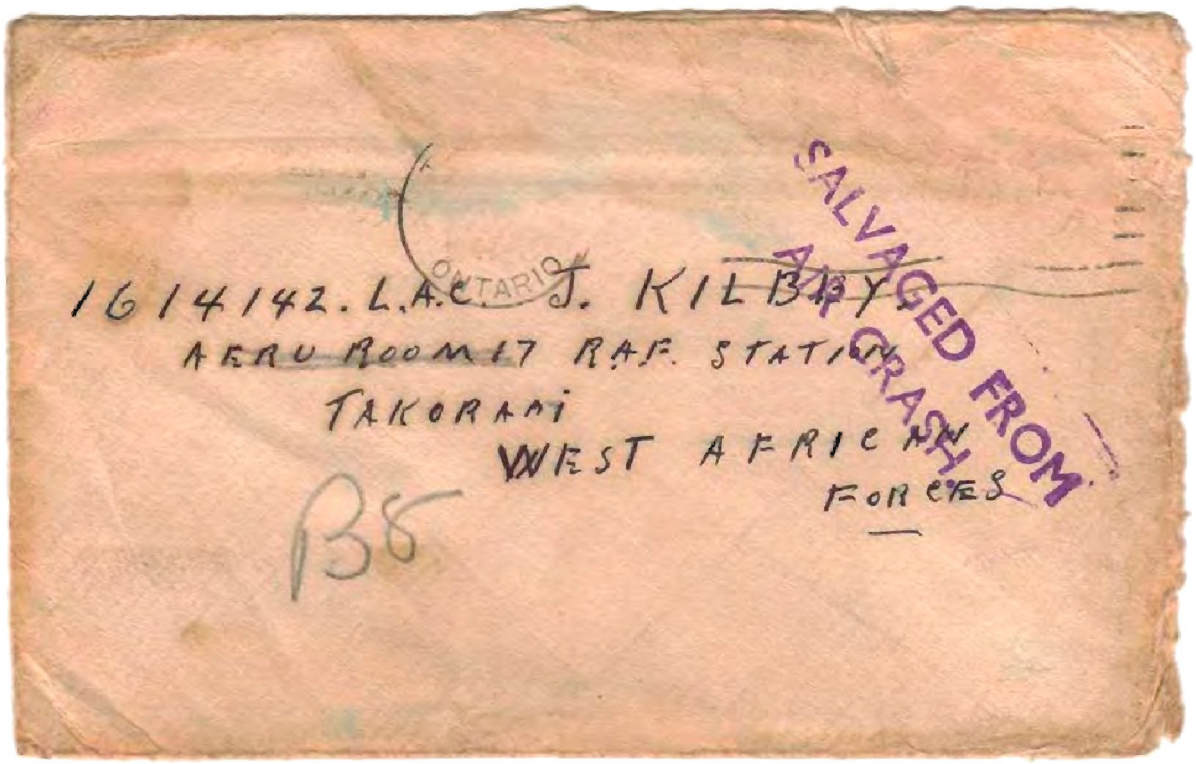


Figure 5



Figure 6 (front)



Figure 6 (reverse)

Finally, the first BOAC through service (22W) departed Lagos 21 April 1944: a cover (Fig 6) by this service is cancelled ?Accra? 26 April 1944, addressed to the Royal Exchange in London, and went by the second flight, departing Accra 27 April: this flight was held up at Lisbon with magneto trouble and arrived Whitchurch 1 May. The cover was censored in London and the addressee's receiving datestamp says 'Received / 3 May 1944 / C. O. Registry'.

Carriage of Forces' mail by the service

I think this was the primary reason for the RAF service, given the emphasis that was placed on the importance of correspondence from and to home for Forces' morale. Forces' mail was carried by air both southbound and northbound. The OMB WR record the despatch of air-letters to West Africa which must be Forces' mail. Northbound, air-letter fronts from the Naval Barracks at Freetown, are cancelled Maritime Mail: 1) dated 12 November 1943, censored 16 November; 2) dated and censored 17 March 1944; 3) dated 27 March 1944, censored 30 March (contents: 'this is the third airmail I have sent this week'). Also air-letters from Sierra Leone Area Signals, dated 12 January 1944, cancelled FPO 537 14 January, and from RASC / BFI HQ Nigeria Area, dated 13 February 1944, cancelled FPO 46 14 February. None, alas, have arrival dates.

Appendix 1 on following page

Appendix 1: daily records of mail arriving and departing, 10-31 October 1943

ob = official bag; db = diplomatic bag
entries in red = mail arriving via a northbound service;
entries in blue = mail arriving via a southbound service

10.10.43 RAFDC 8 ob from Lagos, 1 ob from Freetown and 2 ob from Takoradi.
BOAC 10 db from Lagos
BOAC 12 db and 5 ob to Lagos
Liberator 4 db and 1 ob to Miami, 2db to Ascension
11.10.43 RAFDC 13 ob from Freetown
Service a/c 1 db and 1 ob to Lagos
12.10.43 Liberator 17 db from Miami
RAFDC 6 ob from Lagos
13.10.43 BOAC 6 db from Lagos
Liberator 3 db to Miami
14.10.43 Service a/c 6 db from Lagos
BOAC 5 db from Lagos
RAFDC 4 db and 7 ob to Freetown
BOAC 16 db and 1 ob to Lagos
15.10.43 BOAC 1 ob from Lagos
Service a/c 3 db to Takoradi
16.10.43 RAFDC 11 db and 13 ob from Freetown, 3 ob from Takoradi
Service a/c 9 ob from Takoradi
17.10.43 Liberator 22 db from Miami, 2 db from Ascension
BOAC 11 db from Lagos
Service a/c 4 db and 3 ob to Takoradi
Liberator 7 db to Miami
18.10.43 RAFDC 6 db and 2 ob from Freetown
Service a/c 1 db and 3 ob from Takoradi
Service a/c 23 db and 10 ob to Lagos
19.10.43 BOAC 4 db and 4 ob from Lagos
Liberator 7 db to Miami
RAFDC 11 db and 10 ob to Freetown, 1 ob to Takoradi
20.10.43 US Army Courier service 3 db from Miami
Liberator 1db and 2 ob from Ascension
21.10.43 Service a/c 12 ob from Takoradi
22.10.43 USATC a/c 1 ob from South Africa
Service a/c 7 db and 8 ob to Freetown, 7 db and 8 ob to Lagos
23.10.43 BOAC 6 db from Lagos
USATC a/c 4 ob from Lagos
24.10.43 RAFDC 5 db and 12 ob from Freetown, 2 db from Lagos
Liberator 20 db from Miami
25.10.43 BOAC 1 ob from Lagos
Service a/c 8 ob from Lagos, 5 ob from Freetown
RAFDC 5 db and 2 ob to Freetown, 1db and 2 ob to Takoradi
Liberator 3 db to Miami, 3 db to Ascension
26.10.43 US Army Courier service 1 db from Miami
Special Service Dakota 3 db and 10 ob to Freetown
REFORS Dakota 10 db and 13 ob to Ikeja
Liberator 1 db to Miami
27.10.43 BOAC 7 db and 4 ob from Lagos
Liberator 1 db from Miami
BOAC 15 db and 4 ob to Lagos
Service a/c 1 db and 1 ob to Freetown
28.10.43 US Army Courier service 1 db from Washington
Service a/c 2 ob to Takoradi
29.10.43 RAFDC 6 db and 8 ob from Freetown
Service a/c 2 ob from Takoradi, 2 db from Ikeja
30.10.43 Liberator 3 db from Miami
RAFDC 6 db and 3 ob from Lagos
RAFDC 5 db and 5 ob to Lagos
31.10.43 RAFDC 1 db and 17 ob from Freetown
Liberator 1 db to Miami
RAFDC 2 db and 16 ob to Lagos

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Introduction to flight records

Peter Wingent

Lack of records precludes the construction of an exact listing of the R.A.F. Accra – Rabat service. However, the writer believes it is possible to arrive at a close approximation of operation of the services, based on a few known facts. On the next page are shown some references used below. These are followed by monthly schedules of RAF flights, northound and then southbound, for each of the months from Ovtober 1943 to March 1944.

C.A.I.S. No. 229 states the R.A.F. service commenced on 25 October 1943: a Monday and that it connected at Rabat with B.O.A.C. 13M/14M services. Until 19 Nov., these services were daily but then became thrice -weekly.

O.M.B. Report of 11 March 1944 states that mails for West Africa were despatched each weekend for connection at Rabat.

From 19 Nov. 1943 to mid-March 1944, the 13M B.O.A.C. services were scheduled to depart Lyneham on Tuesdays, Thursdays and Saturdays. Thus the G.P.O. weekend despatch was sent to Lyneham to be flown by the Tuesday services, which arrived Rabat on Wednesdays. [From mid-March 1944, the three southbound services departed one day earlier, i.e. Mondays, Wednesdays and Fridays].

Northbound, the B.O.A.C. services were scheduled to depart Rabat on Wednesdays, Fridays and Sundays. If, as it is assumed, the R.A.F. service departed Accra on Mondays and arrived at Rabat on Tuesdays, then northbound mail would have been flown by the Wednesday B.O.A.C. services from Rabat. However, the B.O.A.C. movement charts record that many services suffered delays, many of which were lengthy, and thus the schedules were seldom adhered to.

From the above it is possible to construct a likely pattern of the schedule of the R.A.F. once weekly services and their connection with B.O.A.C., as follows:

	Sunday	**Monday**	**Tuesday**	**Wednesday**	**Thursday**	**Friday**	**Saturday**
RAF northbound		*Depart Accra*	*Arrive Rabat*				
BOAC northbound				*Depart Rabat*	*Arrive Lyneham*		
BOAC southbound			*Depart Lyneham*	*Arrive Rabat*			
RAF southbound					*Depart Rabat*	*Arrive Accra*	

The table shows that the R.A.F. service was scheduled to spend one day in Rabat (Wednesdays) after flying northbound and two days at Accra after returning on a southbound service. This seems a very reasonable schedule. As there were three Dakotas allotted to the service, it is assumed that one aircraft would fly the round trip Accra – Rabat – Accra and if arrival back at Accra was delayed, one of the other aircraft would operate the next Monday service.

Although the B.O.A.C. services were often delayed (due to many reasons both mechanical and European winter) I think it is reasonable to assume that the R.A.F. northbound services would have been far more punctual. Southbound, I think it is reasonable to assume that if a southbound B.O.A.C. service was late at Rabat, the R.A.F. service would have awaited its arrival; there would be no point returning without the mail and cargo.

References in Civil Aviation Intelligence Summaries and Overseas Mail Branch Reports

CAIS No. 229 (3 Nov. 1943):

CAIS No. 229 (3 Nov.)

R.A.F. Service, Gold Coast – French Morocco.

On 25th October 1943, the Royal Air Force Transport Command commenced a weekly service, with Douglas Dakota landplanes, between Accra and Rabat. Connection is made at Rabat with the BOAC service 13M/14M, thereby providing a service between West Africa and the United Kingdom.

Note that the RAF connected with 13M/14M services which were thrice-weekly. 25 Oct. was a Monday, so can it be assumed the service dep. Accra Mondays and arrived Rabat Tuesdays?

OMB Report, week ending 29 Jan. 1944:

In accordance with a request from Transport Command, R.A.F., all Forces air letter mails for West Africa, the Mediterranean area and beyond will on and from the 31st of January be delivered by the Post Office to Lyneham airport whence it is understood most of the mail-carrying services now depart, instead of delivery being effected as at present to Hendon, Lyneham or Poole, according to destination. Any transfer of mails from Lyneham to other airports which may be necessary from time to time for particular aircraft departures will be undertaken by Transport Command.

Dates/days of despatch given in OMB Reports will be assumed to be dates/days the P.O. sent the mails to Lyneham and not to be the dates/days of departure of aircraft from there.

OMB Report, week ending 11 March 1944:

As regards mails for West Africa, which have hitherto been despatched each weekend for connection at Rabat with the once weekly air service thence to destination, arrangements have now been made with the Air Ministry for a despatch to be forwarded to Rabat by each of the thrice weekly air services from this country. The air service from Rabat to West Africa is still on a once weekly basis, but it is anticipated that the greater frequency of despatch from this country will reduce the risk of delay arising from irregularities in the operation of the air services.

This is the key report which provides the starting point to determine the most likely BOAC services which carried mail brought to Rabat by the RAF.

OMB Report, week ending 25 March 1944:

On account of an alteration in the air services, air letter mails for West Africa will in future be despatched on Mondays, Thursdays and Fridays instead of as hitherto on Sundays, Tuesdays and Thursdays.

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Southbound services in October/November 1943

Date/day	O.M.B. Despatch	B.O.A.C. Services				R.A.F. Services	
		Aircraft	Lyneham dep.	Rabat arr.	Days late	Rabat dep.	Accra arr.
25 Mon.	yes						
26 Tues.	yes	G-AGHF G-AGHN	13M139 13M140				
27 Wed.	yes	G-AGHS	13M141	13M139 13M140			
28 Thurs.	yes			13M141		Dakota	
29 Fri.	yes						Dakota
30 Sat.	yes						
31 Sun.	yes						
01 Mon.	yes						
02 Tues.	yes	G-AGGA G-AGHR G-AGFY G-AGHS	13M142 13M143 13M144 13M145				
03 Wed.	yes	G-AGHO G-AGGI	13M146 13M147	13M142 13M143 13M144 13M145			
04 Thurs.	yes			13M146 13M147		Dakota	
05 Fri.	yes	G-AGHR G-AGFX	13M148 13M149				Dakota
06 Sat.	yes	G-AGHS	13M150	13M148 13M149			
07 Sun.				13M150			
08 Mon.		G-AGGI G-AGHF	13M151 13M152				
09 Tues.		G-AGHN	13M153	13M151 13M152			
10 Wed.		G-AGHM	13M154	13M153		Dakota	
11 Thurs.				13M154			Dakota
12 Fri.		G-AGHO G-AGFY	13M155 13M156				
13 Sat.		G-AGHS	13M157	13M155 13M156			
14 Sun.	yes			13M157			
15 Mon.							
16 Tues.							
17 Wed.		G-AGHT G-AGGA G-AGHM G-AGHF	13M158 13M159 13M160 13M161				
18 Thurs.				13M158 13M159 13M160 13M161		Dakota	
19 Fri.							Dakota
20 Sat.		G-AGHU	13M162				
21 Sun.				13M162			
22 Mon.	yes	G-AGHM G-AGHO G-AGHF	13M163 13M164 13M165				
23 Tues.		G-AGHN	13M166	13M163 13M164 13M165			
24 Wed.				13M166		Dakota	

Services scheduled to be daily until 18 Nov , then three per week from the 19th.

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Southbound services in October/November 1943

25 Thurs.		G-AGGA	13M167				Dakota
26 Fri.				13M167			
27 Sat.							
28 Sun.		G-AGHF	13M168				
29 Mon.	yes			13M168			
30 Tues.		G-AGHM	13M169				

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Northbound services in October/November 1943

Date/day	R.A.F. Services		B.O.A.C. Services			
	Accra dep.	Rabat arr.	Aircraft	Rabat dep.	Lyneham arr.	Days late
25 Mon.	Dakota					Services scheduled to be daily until 18 Nov., then three per week from the 19th.
26 Tues.		Dakota	G-AGFY	14M133		
27 Wed.			G-AGHF	14M139		
28 Thurs.			G-AGHN G-AGHS	14M140 14M141	14M133	
29 Fri.					14M140 14M141	
30 Sat.						
31 Sun.						
01 Mon.	Dakota					
02 Tues.		Dakota				
03 Wed.			G-AGGA G-AGHR G-AGFY G-AGHS	14M142 14M143 14M144 14M145		
04 Thurs.			G-AGHF	14M146	14M142 14M143 14M144 14M145	
05 Fri.			G-AGGI	14M147	14M146	
06 Sat.					14M147	
07 Sun.			G-AGHR G-AGFX	14M148 14M149		
08 Mon.	Dakota		G-AGHS	14M150	14M139 14M148 14M149	
09 Tues.		Dakota			14M150	
10 Wed.			G-AGGI G-AGHF G-AGHN	14M151 14M152 14M153		
11 Thurs.					14M151 14M152 14M153	
12 Fri.			G-AGHM	14M154		
13 Sat.			G-AGHO	14M155		
14 Sun.			G-AGFY	14M156		
15 Mon.	Dakota		G-AGHS	14M157		

R.A.F. West Africa ~ Rabat Service 1943 ~ 44

Northbound services in October/November 1943

(continued)

16 Tues.		Dakota				
17 Wed.						
18 Thurs.			G-AGHT G-AGGA	14M158 14M159	14M154 14M157	
19 Fri.			G-AGHM G-AGHF	14M160 14M161		
20 Sat.					14M155 14M156 14M158 14M159 14M160 14M161	
21 Sun.						
22 Mon.	Dakota		G-AGHU	14M162		
23 Tues.		Dakota	G-AGHM G-AGHO G-AGHF	14M163 14M164 14M165		
24 Wed.			G-AGHN	14M166	14M163 14M164	
					14M165	
25 Thurs.					14M166	
26 Fri.			G-AGGA	14M167		
27 Sat.						
28 Sun.						
29 Mon.	Dakota		G-AGHF	14M168	14M167	
30 Tues.		Dakota			14M168	

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Northbound services in December 1943

Date/day	R.A.F. Services		B.O.A.C. Services			
	Accra dep.	Rabat arr.	Aircraft	Rabat dep.	Lyneham arr.	Days late
01 Wed.			G-AGHM	14M169		11
02 Thurs.						
03 Fri.						
04 Sat.			G-AGHU	14M170	14M169	11(170) 13
05 Sun.			G-AGHN	14M171		10
06 Mon.	Dakota				14M170	12
07 Tues.		Dakota			14M171	11
08 Wed.						
09 Thurs.						
10 Fri.						
11 Sat.			G-AGHU	14M173		12
12 Sun.						
13 Mon.	Dakota					
14 Tues.		Dakota	G-AGHO	14M174		12
15 Wed.			G-AGHM	14M172	14M173 14M174	18(172) 15 12
16 Thurs.					14M172	18
17 Fri.			G-AGHF	14M175		13
18 Sat.					14M175	13
19 Sun.						
20 Mon.	Dakota					
21 Tues.		Dakota				
22 Wed.						
23 Thurs.						
24 Fri.			G-AGHN G-AGHF	14M177 14M178		15 13
25 Sat.					14M177 14M178	15 13
26 Sun.						
27 Mon.	Dakota					
28 Tues.		Dakota	G-AGHM G-AGHJ	14M179 14M180		14 12
29 Wed.					14M179 14M180	14 12
30 Thurs.						
31 Fri.			G-AGHF	14M182		10

Service 14M176 not included because it operated from Gibraltar instead of Rabat.

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Southbound services in December 1943

Date/day	O.M.B. Despatch	B.O.A.C. Services				R.A.F. Services	
		Aircraft	Lyneham dep.	Rabat arr.	Days late	Rabat dep.	Accra arr.
01 Wed.				13M169	10		
02 Thurs.		G-AGHU	13M170		8	Dakota	
03 Fri.				13M170	8		Dakota
04 Sat.		G-AGHN	13M171		8		
05 Sun.				13M171	8		
06 Mon.	yes						
07 Tues.							
08 Wed.							
09 Thurs.							
10 Fri.		G-AGHU	13M173		9		
11 Sat.				13M173	9	Dakota	
12 Sun.							Dakota
13 Mon.	yes	G-AGHM G-AGHO	13M172 13M174		16 10		
14 Tues.				13M172 13M174	16 10		
15 Wed.		G-AGHF	13M175		10	Dakota	
16 Thurs.				13M175	10		Dakota
17 Fri.		G-AGHO	13M176		9		
18 Sat.				13M176	9		
19 Sun.							
20 Mon.	yes						
21 Tues.							
22 Wed.							
23 Thurs.		G-AGHN G-AGHF	13M177 13M178		13 11		
24 Fri.				13M177 13M178	13 11		
25 Sat.						Dakota	
26 Sun.		G-AGHM	13M179		10		Dakota
27 Mon.	yes	G-AGHJ	13M180	13M179	10		
28 Tues.				13M180	10		
29 Wed.							
30 Thurs.		G-AGHN G-AGHF	13M181 13M182		11 8		
31 Fri.				13M181 13M182	11 8		

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Southbound services in January 1944

Date/day	O.M.B. Despatch	B.O.A.C. Services				R.A.F. Services	
		Aircraft	Lyneham dep.	Rabat arr.	Days late	Rabat dep.	Accra arr.
01 Sat.		G-AGHU G-AGHF	13M183 13M184		9 7		
02 Sun.				13M183 13M184	9 7		
03 Mon.	yes	G-ADGC	13M185		6		
04 Tues.		G-AGHM G-AGHJ	13M186 13M186X	13M185	5(186) 6 -		
05 Wed.				13M186 13M186X	5 -		
06 Thurs.		G-AGHF G-ADGK	13M187 13M188		5 2	Dakota	
07 Fri.				13M187 13M188	5 2		Dakota
08 Sat.		G-AGHJ	13M189		2		
09 Sun.				13M189	2		
10 Mon.	yes						
11 Tues.							
12 Wed.							
13 Thurs.		G-AGHM G-AGGB	13M190 13M192		5 0		
14 Fri.		G-AGHU	13M191	13M190 13M192	3(191) 5 0	Dakota	
15 Sat.				13M191	3		Dakota
16 Sun.		G-AGHF	13M193		1		
17 Mon.	yes			13M193	1		
18 Tues.							
19 Wed.							
20 Thurs.		G-AGHU G-AGHF	13M194 13M195		2 0		
21 Fri.				13M194 13M195	2 0	Dakota	
22 Sat.		G-AGHN	13M196		0		Dakota
23 Sun.				13M196	0		
24 Mon.	yes						
25 Tues.		G-AGHJ	13M197		0		
26 Wed.				13M197	0		
27 Thurs.						Dakota	
28 Fri.		G-AGHO	13M198		1		Dakota
29 Sat.				13M198	1		
30 Sun.	yes	G-AGHU	13M199		1		
31 Mon.				13M199	1		

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Northbound services in January 1944

Date/day	R.A.F. Services		B.O.A.C. Services			
	Accra dep.	Rabat arr.	Aircraft	Rabat dep.	Lyneham arr.	Days late
01 Sat.					14M182	10
02 Sun.			G-AGHU	14M183		9
			G-AGHF	14M184		7
03 Mon.	Dakota				14M183	9
					14M184	7
04 Tues.		Dakota				
05 Wed.			G-AGDC	14M185		7
			G-AGHM	14M186		5
			G-AGHS	14M186X		-
06 Thurs.					14M185	7
					14M186	5
					14M186X	-
07 Fri.			G-AGHF	14M187		5
			G-AGDK	14M188		2
08 Sat.						
09 Sun.						
10 Mon.	Dakota		G-AGHJ	14M189		3
11 Tues.		Dakota				
12 Wed.						
13 Thurs.						
14 Fri.					14M187	11
					14M188	8
15 Sat.			G-AGHM	14M190		7
			G-AGHU	14M191		3
			G-AGGB	14M192		1
16 Sun.						
17 Mon.	Dakota		G-AGHF	14M193	14M189	1(193) 10
					14M190	8
					14M191	4
					14M192	2
18 Tues.		Dakota			14M193	1
19 Wed.						
20 Thurs.						
21 Fri.			G-AGHF	14M195		0
22 Sat.			G-AGHU	14M194		3
23 Sun.			G-AGHN	14M196		0
24 Mon.	Dakota				14M195	0
					14M194	3
					14M196	0
25 Tues.		Dakota				
26 Wed.			G-AGHJ	14M197		0
27 Thurs.						
28 Fri.						
29 Sat.			G-AGHO	14M198	14M197	1(198) 2
30 Sun.					14M198	1
31 Mon.	Dakota		G-AGHU	14M199		1

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Southbound services in February 1944

Date/day	O.M.B. Despatch	B.O.A.C. Services				R.A.F. Services	
		Aircraft	Lyneham dep.	Rabat arr.	Days late	Rabat dep.	Accra arr.
01 Tues.							
02 Wed.							
03 Thurs.		G-AGHO G-AGHT	13M200 13M201		2 0		
04 Fri.				13M200 13M201	2 0		
05 Sat.		G-AGHM	13M202		0	Dakota	
06 Sun.				13M202	0		Dakota
07 Mon.	yes						
08 Tues.							
09 Wed.							
10 Thurs.		G-AGHN	13M203X		-		
11 Fri.		G-AGIR	13M203	13M203X	3 (M203)		
12 Sat.		G-AGHN G-AGHO	13M204 13M205	13M203	2 (M204) 0 (M205)	Dakota	
13 Sun.				13M204 13M205	2 0		Dakota
14 Mon.	yes						
15 Tues.		G-AGIR G-AGHF	13M206X 13M206		- 0		
16 Wed.				13M206X 13M206	- 0		
17 Thurs.						Dakota	
18 Fri.							Dakota
19 Sat.		G-AGIS	13M207		2		
20 Sun.	yes	G-AGHO G-AGIR	13M207X 13M208	13M207	2 (M207) 0		
21 Mon.				13M207X 13M208	-		
22 Tues.		G-AGHO	13M209		0		
23 Wed.		G-AGHF	13M209X	13M209	0		
24 Thurs.		G-AGIS	13M210	13M209X	0	Dakota	
25 Fri.				13M210	0		Dakota
26 Sat.		G-AGHM	13M211		0		
27 Sun.	yes						
28 Mon.				13M211	1		
29 Tues.		G-AGIU G-AGIS G-AGIR	13M211X 13M212 13M212X		- 0 -		

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Northbound services in February 1944

Date/day	R.A.F. Services		B.O.A.C. Services			
	Accra dep.	Rabat arr.	Aircraft	Rabat dep.	Lyneham arr.	Days late
01 Tues.		Dakota			14M199	0
02 Wed.						
03 Thurs.						
04 Fri.			G-AGHO G-AGHF	14M200 14M201		2 0
05 Sat.					14M200 14M201	2 0
06 Sun.			G-AGHM	14M202		0
07 Mon.	Dakota					
08 Tues.		Dakota			14M202	1
09 Wed.						
10 Thurs.						
11 Fri.			G-AGHN	14M203X		-
12 Sat.			G-AGIR	14M203	14M203X	3 (M203)
13 Sun.			G-AGHN G-AGHO	14M204 14M205		2 0
14 Mon.	Dakota				14M203 14M204 14M205	4 2 0
15 Tues.		Dakota				
16 Wed.			G-AGHF G-AGIR	14M206 14M206X		0 -
17 Thurs.					14M206 14M206X	0 -
18 Fri.						
19 Sat.						
20 Sun.			G-AGIS	14M207		2
21 Mon.	Dakota		G-AGHO G-AGIR	14M207X 14M208		- 1
22 Tues.		Dakota			14M207 14M207X 14M208	3 - 1
23 Wed.						
24 Thurs.						
25 Fri.						
26 Sat.			G-AGIS	14M210		1
27 Sun.					14M210	1
28 Mon.	Dakota					
29 Tues.		Dakota				

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Southbound services in March 1944

Date/day	O.M.B. Despatch	B.O.A.C. Services				R.A.F. Services	
		Aircraft	Whitchurch dep.	Rabat arr.	Days late	Rabat dep.	Accra arr.
01 Wed.		G-AGIU G-AGIS G-AGIR		13M211X 13M212 13M212X	- 0 -		
02 Thurs.						Dakota	
03 Fri.							Dakota
04 Sat.		G-AGHN	13M214		0		
05 Sun.	yes	G-AGHO	13M213X		-		
06 Mon.		G-AGIU	13M213	13M214	4(213) 1		
07 Tues.				13M213X 13M213	- 4		
08 Wed.	yes	G-AGHN G-AGHF	13M215 13M216		0 0	Dakota	
09 Thurs.	yes	G-AGIU	13M215X	13M215 13M216	0 0		Dakota
10 Fri.		G-AGIR	13M217	13M215X	0(217) -		
11 Sat.				13M217	0		
12 Sun.	yes	G-AGHO	13M216X		-		
13 Mon.		G-AGIR	13M218	13M216X	0(218) -		
14 Tues.	Yes			13M218	0		
15 Wed.		G-AGHN	13M219		0	Dakota	
16 Thurs.	yes	G-AGHF	13M219X	13M219	- 0(219)		Dakota
17 Fri.		G-AGHM	13M220	13M219X	0(220) -		
18 Sat.				13M220	0		
19 Sun.	yes						
20 Mon.		G-AGIR	13M221		0		
21 Tues.	Yes			13M221	0		
22 Wed.		G-AGHF	13M222		0	Dakota	
23 Thurs.	yes			13M222	0		Dakota
24 Fri.		G-AGHM	13M223		0		
25 Sat.				13M223	0		
26 Sun.	yes						
27 Mon.		G-AGHM	13M224		0		
28 Tues.	Yes			13M224	0		
29 Wed.						Dakota	
30 Thurs.	yes						Dakota
31 Fri.							

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Northbound services in March 1944

Date/day	R.A.F. Services		B.O.A.C. Services			
	Accra dep.	Rabat arr.	Aircraft	Rabat dep.	Whitchurch arr.	Days late
01 Wed.			G-AGIU	14M211X		-
02 Thurs.			G-AGHO	14M209	14M211X	8(209) -
			G-AGHF	14M209X		-
			G-AGHM	14M211		4
			G-AGIS	14M212		1
			G-AGIR	14M212X		-
03 Fri.					14M209	8
					14M209X	-
					14M212	1
					14M212X	-
04 Sat.						
05 Sun.					14M211	6
06 Mon.	Dakota		G-AGHN	14M214		1
07 Tues.		Dakota	G-AGIU	14M213	14M214	4(213) 1(214)
			G-AGHO	14M213X		-
08 Wed.					14M213	4
					14M213X	-
09 Thurs.						
10 Fri.			G-AGHN	14M215		1
			G-AGIU	14M215X		-
			G-AGHF	14M216		1
11 Sat.			G-AGIR	14M217	14M215	0(217) 1(215)
					14M215X	-
					14M216	1
12 Sun.					14M217	0
13 Mon.	Dakota		G-AGHO	14M216X		-
14 Tues.		Dakota			14M216X	-
15 Wed.			G-AGIR	14M218		1
16 Thurs.			G-AGHN	14M219	14M218	0(219) 1(218)
17 Fri.					14M219	0
18 Sat.			G-AGHF	14M219X		-
19 Sun.			G-AGHM	14M220	14M219X	1(220) -
20 Mon.	Dakota				14M220	1
21 Tues.		Dakota	G-AGIR	14M221		0
22 Wed.						
23 Thurs.			G-AGHF	14M222		0
24 Fri.					14M221	2
					14M222	0
25 Sat.			G-AGHM	14M223		0
26 Sun.					14M223	0
27 Mon.	Dakota					
28 Tues.		Dakota	G-AGHM	14M224		0
29 Wed.						
30 Thurs.						
31 Fri.					14M224	2

The 1988 Provisional Definitives of Ghana
The C20 Overprints

Nicholas Pertwee

On 1 May 1988 more than threefold increases in overseas postal rates took effect in Ghana and the basic domestic rate quadrupled from C5.00 to C20.00. The existing stamps were not designed to cope with this but it was only after a delay of some two months that a series of provisional definitives was created in six new values by overprinting stamps from two previous official definitive issues, Harrison's of June 1967 and De La Rue's of December 1983. In articles in Gibbons Stamp Monthly I have covered the C50s (in three parts, March, April and May 2012), C60s (August 2013), C80s (October 2013), C100s (in two parts, January and February 2013) and the C200 (November 2013). I completed this study by reviewing the C20 group of provisionals, as follows.

Tables showing (a) the complete list of authorised provisionals and (b) dates of use with comparative numbers seen used for each value appeared in the C100s Part 1 article in GSM January 2013. Since completing my work on each value I have not done any active follow-up and have rather left Ghana behind for other West African countries, so in that sense the figures still hold good and only slight adjustments have been necessary for the C20s, which have left the proportions of use unchanged.

The Authorised C20 Provisionals

SG#	New value	Old value	Series	Subject (SG#)	Date-of-Use Span	No. seen used
C20 GROUP				**7/88 – 7/9/93**		
1245	C20.00	50p	DLR	Mounted Warrior Gold Weight (1041)	7/88 – 3/2/92	83
1246	C20.00	C1	DLR	Scorpion Gold Weight (1042) **With cum-serif 2**	15/11/88 – 26/1/93	776
1246 m	C20.00	C1	DLR	Scorpion Gold Weight (1042) **With sans-serif 2**	15/12/88 – 7/9/93	2434

These are the only officially-sanctioned C20 provisionals known to date, and in fact there are just two as SG1246 and 1246m differ only in the style of 2 used. All new values are expressed as C20.00 with two final zeros denoting Pesewas. All were overprinted by letterpress (typography) by Alhelou-Marfo Printers of Accra.

Use of the C20 Provisionals

The C20s, predominantly in the form of the Scorpion overprint, are by far the most frequently used stamps among all the 1988 provisionals, despite their low face value ruling them out for individual use to overseas destinations. The Scorpions are also found used many times more often than the contemporary C20 on Mounted Warrior, even though examples of the latter have been found from a date-span largely overlapping with their 4-5 year period of use. This, with reference to both types, is despite the fact that 52 alternative stamps in commemorative and special sets and including the locally-printed C20 Oil Palm definitive (SG1639a, 4/93) were available during the currency of the C20 revaluations. Though they were primarily for domestic use (after the 1 May 1988 rate changes C20 was the inland rate for letters and standard-rate printed matter up to 1oz) the overprinted Scorpions in particular saw extensive use on foreign mail, often in large multiples. This was nothing new for this stamp, though, as the original adhesive in its C1 form (SG1042) was used to make up foreign rates, a role for which numerous stamps were needed. As figure 1 shows, a full sheet of 30 stamps taking up both sides of the envelope has been used to make up the C30 rate.



Figure 1
cover to Geneva
from Bimbila dated 6 July 1987
at C30 rate



The disproportionate employment of the C20 Scorpion needs special mention for it undoubtedly shut out other provisionals and is the reason for the scarcity of certain of the C100s and to a lesser extent some C80s and the C200. For example, 169 cases have been seen by this writer of 5 x C20s used to make up the C100 rate in the period 4/7/90-25/4/93. Just over half such use was in 1992 (88). Sans-serif C20 overprints made up the majority of dated instances by a considerable margin – 143:26. This dominance of the sans-serif overprint is reflected in the figures in the table above.

Errors and varieties

In short, these abound, mostly on the Scorpions. There is obviously such a thing as an unavoidable error or variety given the haste with which provisional stamps have to be prepared to meet postal needs and in view of the letterpress method of applying the overprints, which involves setting the overprinting medium by hand as many times as there are stamps in the sheet to be treated, and ensuring that the dimensions and spacing are correct. But there are some that are more plausible than others.

The Mounted Warrior provisional is, perhaps disappointingly, pretty much error-free and an inverted (1245a) overprint is understandable, even though it might suggest a lack of quality control. Similar errors can be found on the Scorpion, on 1246a or 1246ma for instance, but something like 'surcharge double, one sideways' (1246mbd) would seem to be an improbable combination whose origin one suspects is contrived. 1246d and 1246md 'pair one without surcharge' are possible, though for a whole line of six pieces of type (C20.00) to have dropped out of the form is unlikely without the neighbouring pieces of type shifting too. A possible explanation is that the whole overprint at the point where it is absent could have been deliberately left out in the first place, and replaced with blank packing to create this variety.

This is not to say that individual pieces of type cannot drop out, when the frame holding the overprinting plate has not having been tightened or rigidly-enough packed; or pieces of type have become damaged to the point where they no longer register, which produces the same effect. Another unexceptionable

occurrence is where so many overprints are involved that enough figures cannot be found in the same set of type, so that different styles or sizes of type have to be used.

Identification of typefaces Where the cum-serif figure 2 on the C20s is concerned this has proved to be a difficult task. It does not take long to see that there are differences in the structure and proportions of the figure but doubt creeps in during subsequent examination when attempts are made to pin down exactly which type it is.
The 2s in question are in Times New Roman but here the problem starts for this is not just one typeface; it consists of a whole family - 34 types are listed on a pertinent website - some of whose forms differ only in subtle ways even when blown-up and are even harder to determine when overprinted, in black, on a small stamp whose background colour is dark to begin with.

The basic differences concern
(1) the angle at which the point is turned over at the top left,
(2) the width of the right-hand curved side and its aspect,
(3) the thickness of the shank and
(4) the shape of the foot.
Another feature is the how sharp the tip at both ends of the foot is, as it can appear pointed or rounded. A 'soft' strike might result from the type not coming into full contact with the paper but in most cases the impression left on the paper is deep, meaning that the pieces of type have had adequate opportunity to register. This therefore is probably more due to damaged or worn pieces of type which is another factor influencing the visual impression one receives.

Examples of stamps with this C20 overprint were sent to Monotype, the copyright holders of this typeface, in the hope that their experienced typographers might be able to provide a firm answer. But the grouping C20.00 of six elements was in their opinion too small a sample to enable them to come to a conclusion.

Dates In an attempt to pin down when certain features might have occurred, dates have been recorded where legible. It would have been gratifying if certain blocks of dates matched the appearance of the various features that have been picked out as worthy of note, but sadly there is too much overlap of dates to make this possible. All that this has served to do is to show that no one feature occupies an individual date span.

Statistics in Tables Instances per year and instances per place of use will not necessarily add up as not all postmarks are complete, some lacking either the date or the place of despatch. But a stamp has still been included in the seen-used total even where no information can be gained from a postmark.

SG1245

C20 in Times New Roman on 1983 Mounted Warrior (SG 1041)

SG1245 Seen used	Date Span / Instances	Places Used / Instances
83	**7/88 (Accra North)** **3/2/92 (Suhum)** 1988 - 6 1989 - 1 1990 - 9 1991 - 2 1992 - 4	**Accra, Metropolitan Districts** Accra North (3), Kotoka Airport (1) **Ashanti Region** Kumasi (1), Ofinso (2) **Brong-Ahafo Region** Odumasi (1) **Eastern Region** Asamankese (1), Kade (1), Nkawnkaw (1), Somanya (9), Suhum (1) **Upper East Region** Navrongo (1) **Western Region** Aperade (1)

Ghana Post's records do not have this as one of the 7 stamps in the first batch of provisionals to have been released. However, the earliest date so far found, 7/88 (day not decipherable unfortunately), matches with the earliest date so far found of any of the 1988 provisionals, i.e. 20 July 1988 on SG1247 (C50 on Tema

Harbour). With only one or two exceptions, Accra and Kumasi, there is little overlap with the Scorpions in the places the Mounted Warrior has been found used from.

This stamp is not often encountered on cover despite its apparent long period of availability and confirmation of places and dates used is sparse compared to the number of stamps seen. This is because many I have obtained are off-cover or off-piece and often do not show dates or places adequately. Nevertheless, some covers showing the C80 and C100 rates to Britain and Europe are shown here.



Figure 2
Cover to Switzerland from Accra dated 7/10/88 with a single Warrior stamp used with one C60 Harrison Rufous-crowned Roller provisional (SG1256) for the C80 rate.



Figure 3: Cover to West Germany from Kade dated 17/1/91 with strip of three and two singles for the C100 rate. The second stamp from the right has the dropped final 0 that occurs at R4/3.

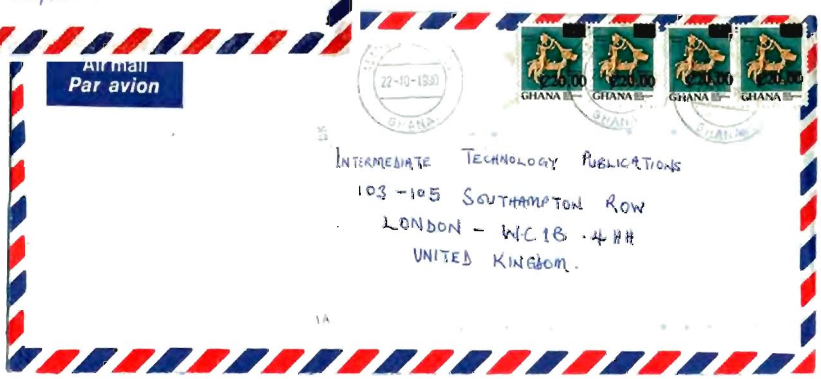


Figure 4
Cover to England from Asamankese dated 22/10/90 with two pairs of the Warrior stamp to make up the C80 rate.

Basic characteristics of overprint

1) The overprint is placed at the bottom of the stamp and has even alignment all through, except for one instance regular at position R4/3 across a range of sheets examined, where the final 0 (C20.00) is dropped below the line. Otherwise there are no significant variations.

2) The masking block measures 6x4mm. The overprint measures 13mm and the figures are 3mm high.

3) The overprint is in Times New Roman and the regular alignment points to the same typeface having been used for the other elements, the 0s and the Cedi signs. Note the pointed turned-up tip on the latter. But the 0s can raise some doubt as to which particular TNR typeface is being used as the majority are in thick, bold black letters. There is only one example I have found (see A) where the lettering is fine enough to see that the sides of the 0s are thicker than at the top and bottom. This is a defining feature of the TNR 0s as opposed to the Arial variety. In the latter the outline is the same thickness all round. Example B is intermediate, though the TNR features can still be seen, while in Example C the final two 00s could be confused with Arial.

4) These examples all show the difficulty of identifying the figure 2 accurately. In Example A the 2 appears to sit more upright than in B and the base is longer. I would regard Example A as being what is called 'Medium' and Example B 'Semi-Bold'. Example C, thicker than either at the top, in the shank and at the base, and with the left-hand tip pointing straight down rather than tending to the left as in Examples A and B, is 'Bold'. It also shows how both ends of the foot can appear rounded, no doubt due to wear.

5) The decimal point tends towards the final two 00s, so .00, leaving a larger gap between it and the C20 part.

6) Varieties SG1245a (surcharge inverted) and 1245d (horizontal pair, one without surcharge) have not been seen. The skewed overprint shown below, where the old value has not been blocked out, is a curiosity resulting from the sheet having been carelessly fed into the printing press.



Fig. 5a Example A 'Medium'



Fig. 5b Example B 'Semi-Bold'



Fig. 5c Example C 'Bold'





Fig. 6a & b: Complete sheet of the Mounted Warrior C20 provisional. The sequential sheet number does not appear on the original un-overprinted sheets; it has been added after surcharging. The dropped 0 can be seen at R4/3 and is shown enlarged above right.

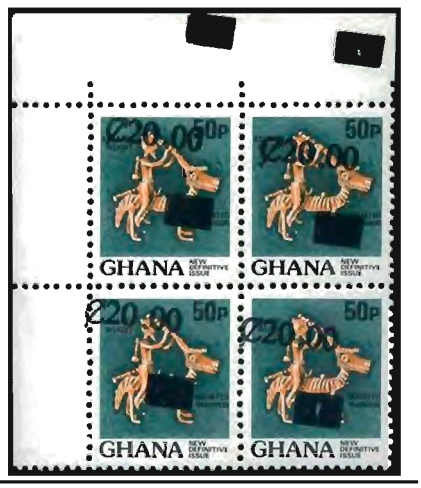


Fig. 6c Skewed overprint

SG1246

C20.00 on the 1983 De La Rue Scorpion Gold Weight (SG1042) with cum-serif figure 2.

SG 1246 Seen used	Date Span / Instances	Places Used / Instances
776	15/11/88 N/A / 26/1/93 (Ministry B.O. Mails) 1988 - 1 1989 - 3 1990 - 12 1991 - 6 1992 - 23 1993 - 2 N/A - 35	**Accra, Metropolitan Districts** Accra Central (8), Accra North (6), Burma Camp (1), Cantonment (1), Kotoka Airport (6), Legon (3), Ministry B.O. Mails (3), 31st December Makola Market (1) **Greater Accra Region** Ashiaman (4), Mallam (1), Mamprobi (1),Tema (12) **Ashanti Region** Kumasi (4), Mampong Ash. (6),University PO Kumasi (UNIVPOKS) (1), Tafo Asante (1) **Brong Ahafo Region** Dormaa Ahenkro (1), Sunyani (1), **Central Region** Dunkwa (3), Kwanyaku (1), Swedru (1), Winneba (1) **Eastern Region** Koforidua (1), Senchi Ferry (1) **Upper East Region** Bawku (1) **Volta Region** Aflao (1), Srogboe (1) **Western Region** Takoradi (1), Sekondi (1)

Layout of Overprint – two basic types

There are two types of overprint layout on this stamp. The first (Type I for convenience) has C20.00 at the bottom of all stamps in the sheet with a 9mm gap between it and the masking block. However, the more common one judging from used examples is where the C20.00 on all stamps on the last row, Row 5, is in the centre (SG 1246j) with a 4mm gap between it and the block masking the old value; the other rows with this layout all have C20.00 at the bottom of the stamp (Type II).

The common feature to distinguish this overprint from 1246m is the use of a cum-serif Times New Roman 2. This can appear in different forms and alongside Cedi signs and 0s in a different typeface, Arial, making for irregularities of alignment. In Times New Roman (TNR) the C of the Cedi sign has sharp tips and the 0s are thinner at top and bottom than at the sides. With Arial the C of the Cedi sign is blunt-tipped and the outline of the 0s is regular all round.

I have never seen a full mint sheet of either of these types but by chance some clues can be obtained for the bottom two rows of Type II from blocks of six that I have, despite the fact that these contain errors. The features there can be corroborated from used blocks, and where these are vertical ones that show all 5 rows a notional format can be deduced for the three rows above. Used blocks of Type I can serve the same purpose.

Blunt-tipped Cedi signs

The number 2 is almost invariably below the line of alignment and where there is an exception this is due to their showing subtle differences in shape and bulk. The overprint measures 12 mm. The decimal point sits evenly spaced between C20 and 00. There are also differences in the size of the masking block.

Representative examples have been seen dating from 14/2/90 through to 12/1/93 from Accra Central, Ashiaman, Dormaa Ahenkro, Kotoka Airport, Legon, Mamprobi, Srogboe, Sunyani, Swedru, Tafo Asante, Takoradi and Tema. The one shown at figure 7 on the next page is from Kotoka Airport dated 17/3/92.



Figure 7
Vertical block of 10 showing blunt-tipped Cedi signs. Kotoka Airport 17/3/92.



Figure 8
Vertical block of 10 with sharp-tipped Cedi signs. Kumasi 7/4/90.



Figure 9
Vertical block of 10 with sharp-tipped Cedi signs. Sekondi 18/1/91

Sharp-tipped Cedi signs

The number 2 is on the line of alignment, as it is in the same typeface as the Cedi sign. The overprint measures 13mm with the decimal point shifted over to the right, close to the final two 00s, making .00 a 'unit. So the extra 1mm compared to the 12mm length of the overprint on the stamps with blunt-tipped Cedi sign is made up by the distance by which .00 is to the right of C20.

Representative examples have been seen from Accra Central, Accra North, Koforidua, Kotoka Airport, Kumasi, Legon, Mampong Ash., Ministry B.O., Sekondi, Sunyani, Tema and Winneba, with dates ranging from 30/3/90 to 17/4/92 (figures 8 and 9)

Type I overprint layout

No complete mint sheets of this type having been seen, used multiples must take their place. These need to be vertical blocks or strips of 5, so covering all rows, but can be smaller as long as the bottom selvedge is still attached. But my experience is that they are far outnumbered by the Type II overprint and are scarce. The block shown here as figure 10, from Tema dated 11/12/90, is one of the very few I have seen.



Figure 10
Type I overprint layout. Vertical block of 10. Tema 11/12/90.

Type II overprint layout - Rows 4&5



Figure 11: Type II overprint layout.
Cum-serif block of 6, with variety missing 2.
Illustrating features on Rows 4 & 5 of sheet with overprint in centre of Row 5



Figure 12: Type II overprint layout.
Mint block of 6 with all 2s present but inverted.
Illustrating features on Rows 4 & 5 of sheet with overprint in centre of Row 5.

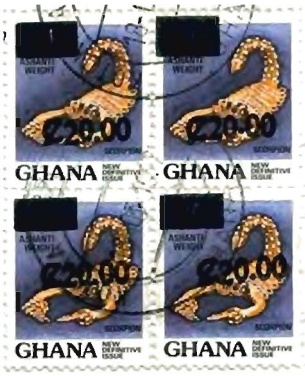


Figure 13: Type II.
For comparison with Figs. 11 & 12
but used, block of 4, Kotoka Airport 18/3/92.



Figure 14; Type II.
For comparison with Figs. 11 & 12 but used,
horizontal block of 8, Kotoka Airport 29/8/90.

These two mint blocks, and used counterparts from Kotoka Airport (l/h 18/3/92, r/h 29/8/90), serve to show the overprint layout on Rows 4&5. The left-hand mint block (Fig. 11) shows a normal, upright, overprint though the 2 has been omitted at R4/3 (SG1246g). The right-hand block (Fig. 12) has all the figure 2s in place, though the overprint is inverted (SG1246a), and it transposes itself into Rows 4&5/4-6 when reversed. There is variation in the masking blocks whose height goes from 4 to 4½ to 5mm though their length is consistent at 8mm. In all cases except one the TNR 2 sits below the line of alignment because the surrounding figures and the Cedi sign are in a different typeface, Arial. The exception is at R4/2 where the 2 is on the line. This has to be a different style of 2 and illustrations of R4/1&2 extracted from the 1D 1D 1D block, and a used example, show the difference between it and the one to its left.



Figure 15: Pair extracted from Fig. 11 to illustrate different kinds of 2s.

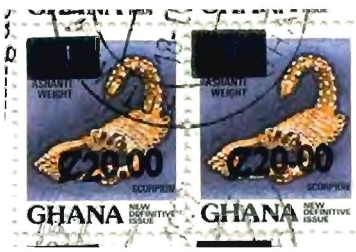


Figure 16: Used pair with same features extracted from larger block of 4 from Kotoka 18/3/92 (Fig. 13).

Closer examination shows that the left-hand 2 at R4/1 has the tip turned down at more of an angle while the one at R4/2 is altogether slimmer throughout, in its top curve, shank and foot; its tip is sharper and points leftwards and its posture is more upright. These differences can also be seen in the overprint on the Mounted Warrior stamp, when the range of styles in the TNR 2 was discussed. The block of 4 at Fig. 17 (enlarged from Fig. 12) arguably shows another type of TNR 2 at R4/4 and R5/5 where the tip is more turned-over still and faces vertically downwards, in comparison to adjoining stamps at R4/5 and R5/4. As with the Warrior stamp, I believe we are looking here at TNR Medium, Semi-Bold and Bold varieties respectively. Six types from the extensive TNR type family (©Monotype) are shown below for comparison.



Figure 17

2 Standard regular

2 Standard medium

2 Standard semi-bold

2 Standard bold

2 Standard extra-bold

2 Standard condensed

Missing 2 variety (SG 1246g)

This variety, seen in the left-hand block above (Fig. 11), has also been found used in a vertical strip of 5, though the postmark is unclear. The layout corroborates what is shown of R4&5/3 in Fig. 11 and provides position 3 for R1-3 as well.

This missing 2 variety has also been seen inverted but is not listed yet by SG (could be 1246h perhaps).



Figure 19: Missing 2 variety, inverted, in block of 6 mint.

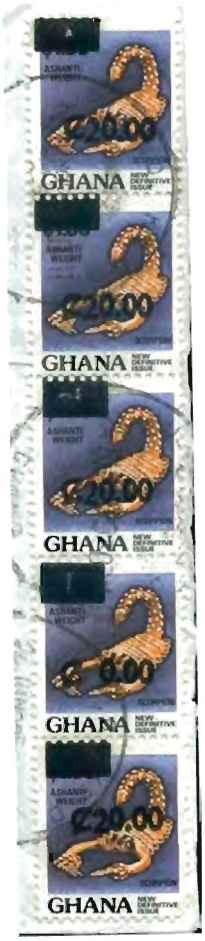


Figure 18
Vertical used strip of 5 with missing 2, postmark unclear, to illustrate commercial use.

Centred decimal point

In addition, the stamp at R4/2 in Fig. 11 has a centred decimal point and the one below it (R5/2) has the decimal point and the final two 00s also raised. These are regular features across a range of such examples examined. If enough multiples with these characteristics were available, it would be another way of constructing a sans-serif 2 sheet. Here examples from Kotoka Airport dated 3/9/90 showing R3&4/1-4

(Fig. 20) and 10/90 with R1-5/2&3 and R5/1 (Fig. 21) show these features and if superimposed demonstrate also that R3/2 has the final two 00s raised and R1/2 has its final 0 raised.



Figure 22: Horizontal block of 8 from Kotoka Airport dated 3/9/90.



Figure 21 vertical block of 11, including stamp at R5/1, from Kotoka Airport dated 10/90.

SG1246m

C20.00 on the 1983 De La Rue Scorpion Gold Weight (SG1042) with sans-serif figure 2.

SG1246m Seen used	Date Span / Instances	Places Used / Instances
2434	15/12/88 (Kotoka Airport) - 7/9/93 (Abossenoka) 1988 - 2 1989 - 3 1990 -14 1991 - 31 1992 - 119 1993 - 5 N/A - 39	**Accra, Metropolitan Districts** Abeka (2), Accra Central (22), Accra Newtown (5), Accra North (4), Accra Sports Stadium (2), Achimota (1), Burma Camp (2), Cantonment (3), Kaneshie (6), Korle Bu (2), Kotoka Airport (8), Lagoon Road (2), Legon (1), Ministry B.O. (1), Nima (2), Osu (1), 31st December Makola Market (2), T.U.C. B.O. (1) **Greater Accra Region** Ashiaman (7), Dodowa (2), Madina (1), Mallam (1), Mamprobi (3), Tema (30), Teshie (2), Teshie Nungua Estate (2) **Ashanti Region** Abo Abo Kumasi (1), Ejisu (2), Kejetia (1), Kumasi (5), New Edubiasi (1), Tafo Asante (3), University PO Kumasi (2) **Brong Ahafo** Goaso (1), Kentanpo (1), Sunyani (1), Wamfie (1) **Central Region** Adisadel (1), Dunkwa (3), Elmina (1), Kakum (1), Kotokuraba (1), Kwanyaku (1), Swedru (1), Winneba (2) **Eastern Region** Koforidua (3), Senchi Ferry (1) **Northern Region** Tamale (1) **Upper West Region** Wa (1) **Volta Region** Alajo (2), Anloga (2), Juapong (1), Nkwanta (1) **Western Region** Effiakuma (1), Efia (3), Insu (1), Takoradi (15), Tarkwa (1) Also: Abossenoka (1)

Layout of Overprint

Just as there are two different layouts on sheets with the cum-serif 2, there are the same for the sans-serif 2 overprints too. Those with the C20.00 at the bottom of all stamps in the sheet (Type Im) have one constant variety at R5/6, where the final 0 is dropped below the line of alignment. Type IIm, where the whole of R5 has the C20,00 at the in the middle (SG 1246mm) while all other stamps in the sheet have it at the bottom, only has two noticeable flaws, at R5/2 where the final two 00s are raised, and at R1/2 where the final 0 alone is raised.

Type Im

These examples of a few sheets show that one particular feature, the dropped final 0 at R5/6, is common across a range of sheet numbers. Repairs, however, indicate that sheet numbers themselves are not an indication of the order in which the sheets were overprinted. Sheet #738875 is the lowest, and #1891210 the highest, number I have got - though this is not to say that I have all numbers in between.

Sheet # 738875 (figure 23) R5/6 shows the common dropped final 0 (figure 25) R1 (figure 24) is an example of the considerable variety of type with damaged and broken pieces and makeshift repairs. R1/1 shows a large final 0 and R1/3 a small final 0. Other irregularities occur throughout the sheet. However, I have found few used examples of stamps showing features from this and other, presumably numerically neighbouring sheets.



Figure 23: Full mint sheet #738875



Figure 24:Detail of #738875, top row

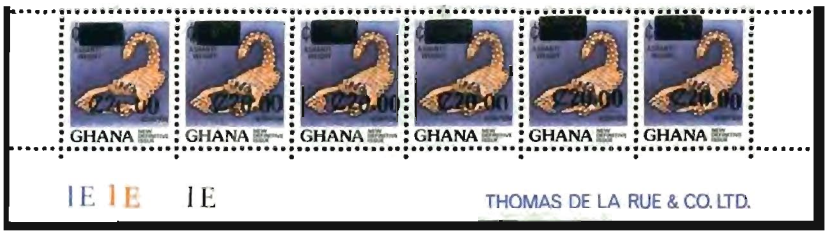


Figure 25:Detail of #738875, bottom row

Sheet # 1095833 Despite the much higher sequential number this sheet has a basically similar pattern to #738875 though the impression is much thicker. This is well seen from the top-left block of 4 from these two sheets which shows that some repairs have been made and the size of the 0s somewhat restored. The final 0 at R5/6 is still dropped.



Figure 26
Block of 4 from top l/h corner of sheet #738875 with block of 4 from top left of sheet #1095833 for comparison and to show repairs (2 items side-by-side)



Figure 27: Full mint sheet #1095833



Figure 28: Detail of #1095833, top row



Figure 29: Detail of #1095833, bottom row

Sheet #1891210 This sheet has leapfrogged #1095833 in the sense that it has reverted to the untidiness of #738875 on the top row and elsewhere, with R1/1 (large final 0) and R1/3 (small final 0) noticeable. The dropped final 0 at R5/6 is still present and provides a common link.

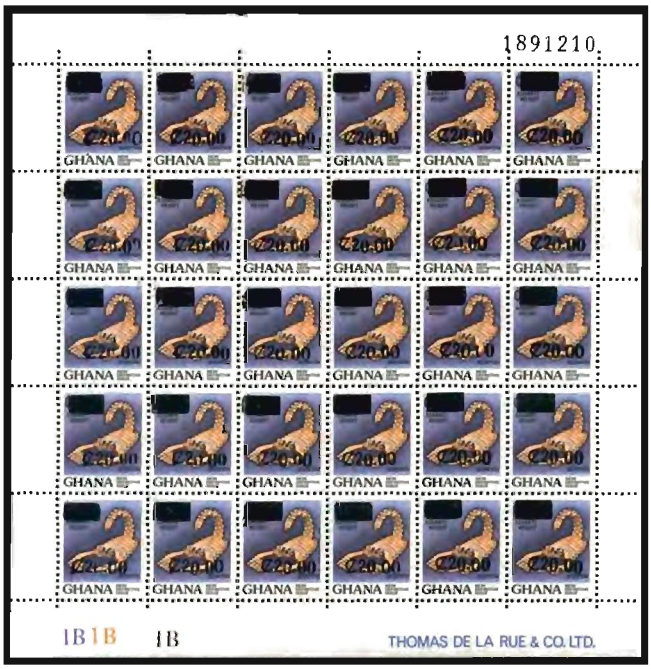
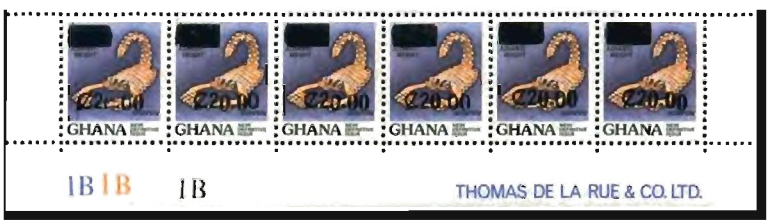


Figure 30
Full mint sheet #1891210

Figure 31
Detail of #1891210, top row



Figure 32
Detail of #1891210, bottom row



Type IIm

Sheet #1852091 This is the only complete mint sheet I have seen of this type, with R5 having a centred overprint. A feature it shares with its cum-serif counterpart is the raised final 00s at R5/2 and the tendency to different-sized masking blocks is also evident. Unlike the Type Im sheets, however, there is no dropped final 0 at R5/6.

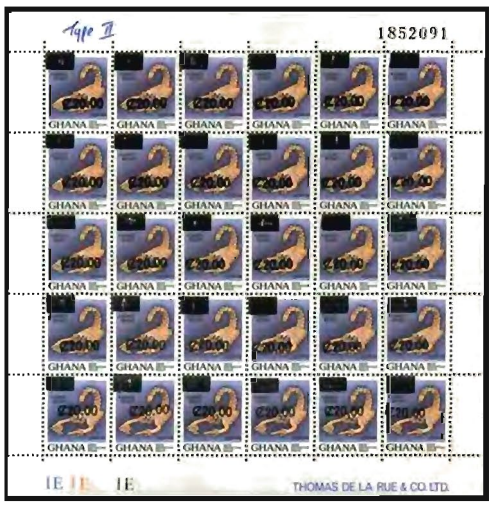


Figure 33: Full mint sheet #1852091



Figure 34: Detail of #1852091, top row

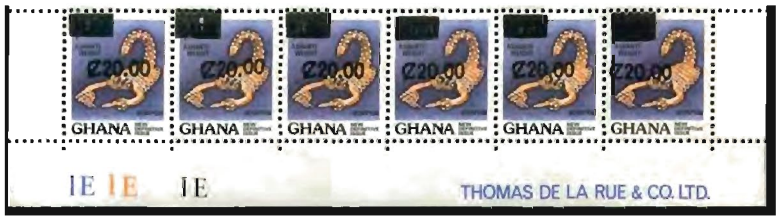


Figure 35: Detail of #1852091, bottom row

Varieties seen

These are not the only varieties listed in the SG West Africa catalogue (and indeed more than those may exist) but I have put examples below of those that I have seen.

Wide setting (SG 1246mi)

A vertical block of 10 on a cover from Cantonment to London dated 28/11/91 shows this variety where the final two 00s are separated by 2mm from the 'C20.' part of the new value, to produce an overprint measuring 14mm against the 12mm of the others in this block. These all have the C20 and 00 closed up around the decimal point.



Figure 36: Cover from Cantonment to London dated 28/11/91 with vertical block of 10 (reduced) and the stamps full size





Figure 37
Vertical strip of 5 rom Ashiaman dated 26/12/91

First and second 0 omitted (SG 1246ml)

This variety is shown at the foot of the previous page in a vertical strip of 5 from Ashiaman dated 26/12/91. As often seems to be the case the 0s and the 2s are disproportionate in size. This is a feature that appears as time progresses, in 1992 and 1993 for instance and is also to be found on sheets with higher sequential numbers. Examples from 1990 and earlier in 1991 show the 2s and the 0s more in proportion.

Small 0s 2o.oo (SG1246mj, R2/6)

The position of this variety can be established from used multiples. Illustrated here is a horizontal block of 18 (figure 38)(postmarks illegible) and a vertical block of 10 (Figure 39)(Accra Central, 10/1/92) which when laid over each other produce R1-3/1-6 and R4&5/5&6. The smaller block of 4 also shown here as figure 40, dated 15/11/91 from 31 December Makola Market in Accra shows this variety nicely in comparison with surrounding stamps.



Figure 38: Horizontal block of 18, date, place etc n/a



Figure 39; Vertical block of 10 from Accra Central dated 10/1/92



Figure 40
Block of 4 from 31 Dec Makola Market dated 15/11/91

Dates where identifiable from other multiples whose size does not contribute anything more to the above findings are 7/2/92 (Obuasi), 14/2/92 (Cantonment), 8/4/92 (Accra) and 17/4/92 (place n/a). Though I have never seen a mint sheet or multiple with this variety, used examples are not that uncommon.

Surcharge double, one inverted (SG 1246mba)

This variety has been seen in one used example and a sans-serif 2 mint block of 6. 15a/b/c



Figure 41
Used example with C60 Maize provisional.

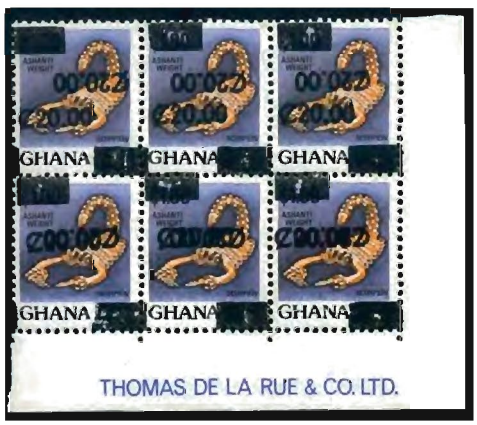


Figure 42
Mint block of 6.

What we see here in this mint block are positions R4&5/4-6. Why the overprints on the lower row have become superimposed is something of a mystery. We are obviously looking at an example where the bottom row, R5, has the C20.00 in the middle to start with. If a plate of this type (IIm) is reversed, the C20.00 that appears at the bottom of the stamp in R1 would be at the top of the stamp, though upside down, in R5. In other words there would still be separation of the two C20.00s, though they would be closer together due to the shorter distance to the masking block. There should only be superimposition if both R1 and R5 have the C20.00 in the centre, which they do not.

Unofficial and Agency C20 Provisionals

The Catalogue Column article entitled *Unauthorised Ghana Surcharges* in GSM for February 1991, p.100, by former editor David Aggersberg mentions a handstamped 20c provisional on the Scorpion as having been found commercially used, though disowned by the postal authorities, in addition to the official version.

Among the many examples of the Scorpion overprint I have looked at I have come across precious few that might qualify as unauthorised, though the following two examples might just come into that category with their irregular and/or faint figures and masking blocks, the latter evidently applied by hand.



Figure 43: Cover from Accra dated 15/11/88 with overprint and narrow, irregular masking blocks evidently inked in by hand.

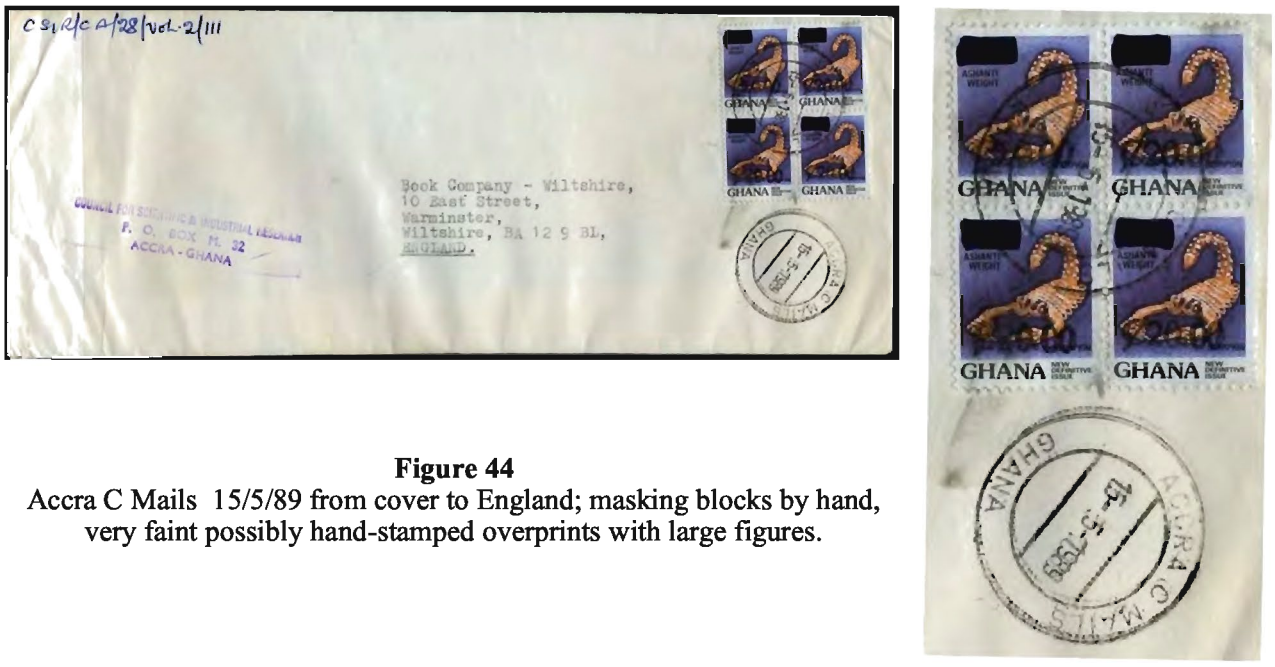


Figure 44
Accra C Mails 15/5/89 from cover to England; masking blocks by hand, very faint possibly hand-stamped overprints with large figures.

The Agency overprints issued in 1989 have virtually never been seen used or on cover and they are almost never seen mint either. So far the only ones to have appeared on cover at all are SG1308 (C80 on C1.40) and SG1327 (C300 on C25). There is only one C20 Agency overprint which has not been seen used or on cover either.

Agency C20 Overprints – from the series issued 23/1/89 (SG1291-1295)			
SG#	**C20 on**	**Subject / SG#**	**Status**
1291	1265	Seoul Olympic Games, Boxing	Not seen used

Hybrid SG1246i
C20.00 on 1983 De La Rue C1 Scorpion gold weight (SG 1042) with both cum- and sans-serif 2s – i.e. SG 1246 & 1246m used in the same sheet

SG 1246i **Seen used**	**Date Span / Instances**	**Places Used / Instances**
Total 166 **Consisting of** **Cum-serif 2 - 85** **Sans-serif 2 - 81**	**16/1/89 (Kadjebi) – 12/3/93 (Ministry B.O., Accra)** **1989 – 3** **1990 – 7** **1991 – 13** **1992 – 12** **1993 – 3** **N/A – 2**	**Accra Metropolitan Districts / Greater Accra** Accra Newtown (1), Accra North (6), Accra Central (4), Ashiaman (2), Cantonment (1), Kotoka Airport (3), Legon (1), Ministry B.O. (2), Tema (6) **Ashanti** Konongo (1), Mampong Ash. (1) **Central** Dunkwa (4), Kotokuraba Road (Cape Coast) (1), Swedru (2) **Eastern** Akropong Akim (1) **Volta** Kadjebi (1)

One of the more interesting discoveries I made while examining the C20 overprints was the use of SG1246 and SG1246m on the same sheet, i.e. where Times New Roman and Arial 2s appear on adjoining stamps. I have never seen any mint examples, even of the minimum pair needed to establish this feature, but have found or seen 38 used multiples of various sizes on and off cover, the largest being vertical blocks of 10. The zeros accompanying the 2s are in Arial style in all cases, whether the 2 itself is Arial or Times New Roman, and the Cedi signs are all blunt-ended Arial types. With the Arial 2s the length of the overprint is 11½mm and 12mm if with a Times New Roman 2, the extra length being due to the greater space taken up by a TNR 2 on the face of the piece of type, meaning that is wider than the equivalent Arial piece. These measurements are broadly consistent with the sans- and cum-serif overprints when they occur on their own throughout a whole sheet. All examples seen where any part of the bottom row of a sheet is concerned have the overprint at the bottom of the stamp.

The number of stamps involved should have enabled the reconstruction of a full sheet, especially as a core group could be established using 4 covers with multiples that still had selvedge or inter-stamp margins attached, but this proved to be only possible up to a point as completion, particularly where columns 5 and 6 are concerned, would have involved manipulating un-attributable pairs and smaller multiples without firm evidence, rather like forcing pieces in a jigsaw puzzle into the wrong places. In addition these firm positions, which mainly came from vertical pieces obtained in the earlier stages of my research, turned out

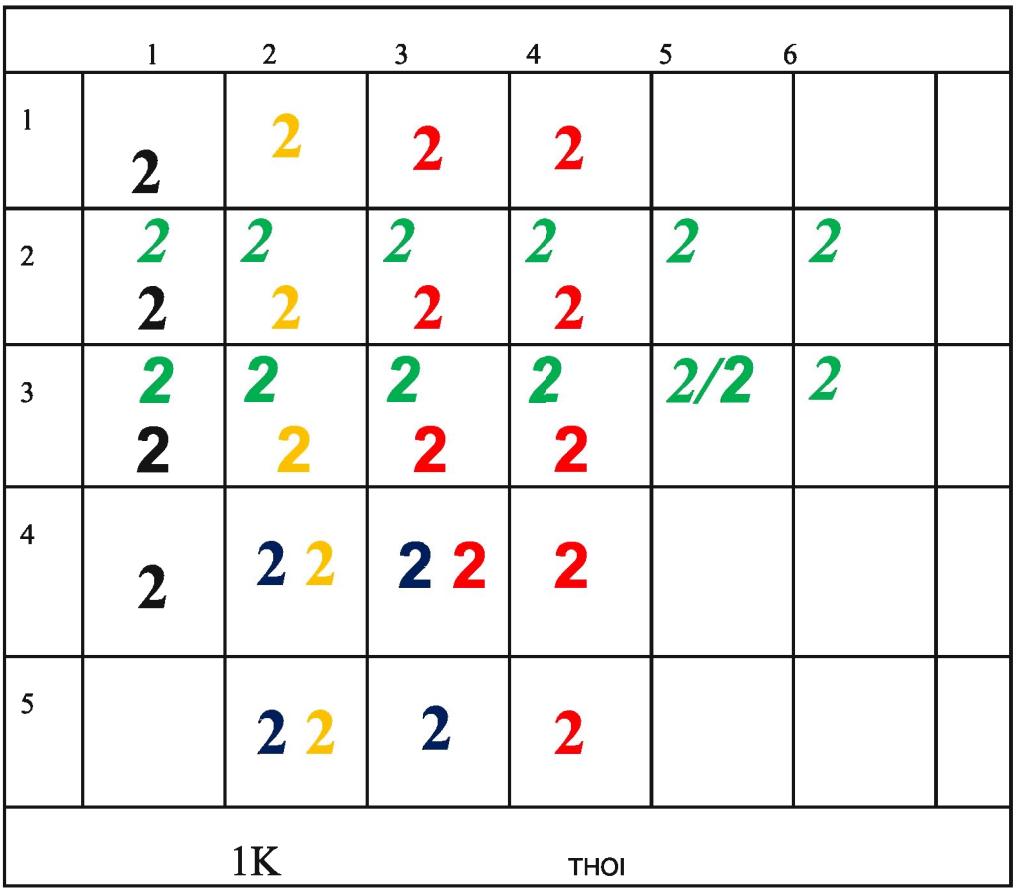
not to match with horizontal multiples that came to light later, the latter including strips of 6, i.e. extending across all 6 columns of the sheet. Irritating though it was not to be able to complete a reconstruction because of this, it did prove that there was more than one distribution pattern of Times New Roman and Arial 2s in this hybrid.

The obvious question to ask is how this mixed sheet could have come about. There could be two explanations, both connected with possible increased demand for C20 stamps. The first is that a completely new plate was needed and the other that the situation could be resolved by repairing an existing plate or plates that had become damaged. The preponderance of Arial elements in the overprint (4 out of 5 characters) suggests that the idea in both cases was to use the Arial typeface alone, which would have resulted in SG1246m and the T436a overprint appearing throughout, but there were obviously not enough Arial 2s still available at Ikam, so Times New Roman 2s were needed to complete the thirty positions on the sheet. In fact the Times New Roman 2s turn out to have been used slightly more than the Arial 2s.

But the time-span of its use from 1989-1993 does not suggest anything new about it; rather a sense of continuity. And, as evidenced from multiples, stamps from sheets that used one or other of the two styles of 2 throughout can be found from across that whole period.

Perhaps it is no more than an early plate put together in haste from a random selection of pieces of type - without proper control it is easy to confuse typefaces if they are not put back into their correct drawers after use - and used from time to time when need arose. It is unlikely that the intention was to withdraw it because of the non-standard nature of the overprint, which in itself is of acceptable quality, as there are many more egregious examples across all values of these 1988 provisionals of irregular, though philatelically-intriguing workmanship.

The partial reconstruction below is from 5 examples, which produce plausible positioning, but it only takes the final horizontal block of 10 (the last stamp on the lower row is not attached) on the cover to Vienna to invalidate it, or at least to show that there was more than one setting of this hybrid overprint.



RED is from a registered cover postmarked TEMA RE 12/3/91 with a vertical group of 9 from Rows 1-5, Columns 3 and 4. The missing stamp is R5/3. This can definitely be positioned as the top and bottom selvedge is present with part of the imprint showing.



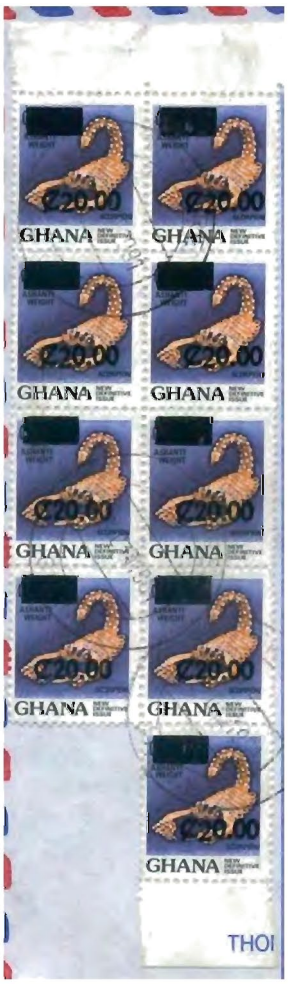


Figure 45/45a
(enlargement)
vertical block of nine C20 surcharges
with mixed cum-serif and san-serif 2s

YELLOW is from a cover from Accra North dated 28/12/90 with vertical block of 10 from Rows 1-5, Columns 2 and 3. Remaining sufficiently-wide sections of margin on the left-hand side, which would have shown traces if there had been adjoining stamps, allow this determination of position to be made.







Figure 46/46a/46b (enlargements): vertical block of ten C20 surcharges with mixed cum-serif and san-serif 2s

BLUE is from a cover to England postmarked ACCRA CENTRAL 14/1/91. This can definitely be positioned as the bottom selvedge with the black (1K) cylinder mark is present and this comes below R5/2.



Figure 47/47a: Cover from Accra Central to England dated 14/1/91 with accompanying enlargement of the stamps



BLACK is from a cover from Accra North dated 19/1/89 with vertical strip of 4 with full selvedge attached, thus from R1-4/1.



Figure 48/48a: Cover from Accra North to Switzerland dated 19/1/89 with accompanying enlargement of the stamps



GREEN is a horizontal block of 10 from Ashiaman dated 6/11/92. This provides some horizontal support but is an example of where one starts to run into uncertainties as without any firm clue as to where it comes from in the sheet, it provides two possible positions in the reconstruction, i.e. R2&3/1-5, or R2&3/2-6. (Figure 49) Both of these are plausible.

But a vertical block of 10 from Cantonment (Accra) (Figure 50), dated 1/10/91, is correct for all positions 2&3 in Rows 1-5, suggesting that R2&3/1-5 is correct for Green.



Figure 49
Horizontal block of 10 from Ashiaman dated 6/11/92.



But then the whole structure is invalidated at a stroke by the stamps on a cover to Austria from Ministry (Accra) dated 17/2/93 as no line in the proposed re-make above starts with a TNR cum-serif 2 followed by an Arial sans-serif 2 (Figure 51, right).



Figure 50 (*left*) Vertical block of 10 from Cantonment dated 1/10/91.



Figure 51: Cover from Ministry (Accra) to Austria dated 17/2/93 with accompanying enlargement of the stamps

APPENDIX

The following 'alternative' C20 values have been seen used during the currency of the C20 provisionals. SG1265 (Seoul Olympics) and SG1285 (Titian / 'Amor') in particular are often to be found.

'Alternative' C20s		
SG#	**Subject / Date of Issue**	**Example of Use**
Definitive		
1639a	Oil Palms, 21/11/91	Kotoka Airport Mails 4 22/6/93
Special Issues		
1265	Seoul Olympics, Boxing, 10/10/88	Tema 10/10/92
1271	125th Anniversary of the International Red Cross, 14/12/88	Navrongo 17/11/92
1275	Christmas 1988, 19/12/88	Tema 7/8/90
1281	'African Solidarity', 25th Anniversary of the OAU, 3/1/89	Sunyani 12/4/89
1285	'Amor' by Titian, 500th Anniversary of Birth of Titian, 16/1/89	Tema 10/10/92
1422	Birth Centenary of Jawaharlal Nehru, 27/3/90	Kotoka Airport Mails 2 10/5/90
1489	Mushroom *Coprinus atramentarius* from set of Fungi, 2nd Series, issued 18/12/90	Kotoka Airport Mails 3 22/2/91
1655	Decade of Revolutionary Progress 1981-91, 2/2/92	Adabraka n/a
1704	Easter 1992, 'The Four Apostles' (detail) by Durer, 13/4/92	Accra North Mails 21/11/92
1713	Granada '92 International Stamp Exhibition, 'Two Men at Table' by Velazquez, 4/5/92	21/9/92 Accra North Enquiries 2
1769	Crab *Calappa rubroguttata* from set of Crabs issued 15/2/93	Kotoka Airport 9/6/93
1835	African Buffalo from set of Wild Animals issued 24/5/93	n/a 18/5/95

Examples are shown below of covers where 'Alternative' C20 stamps have been used.

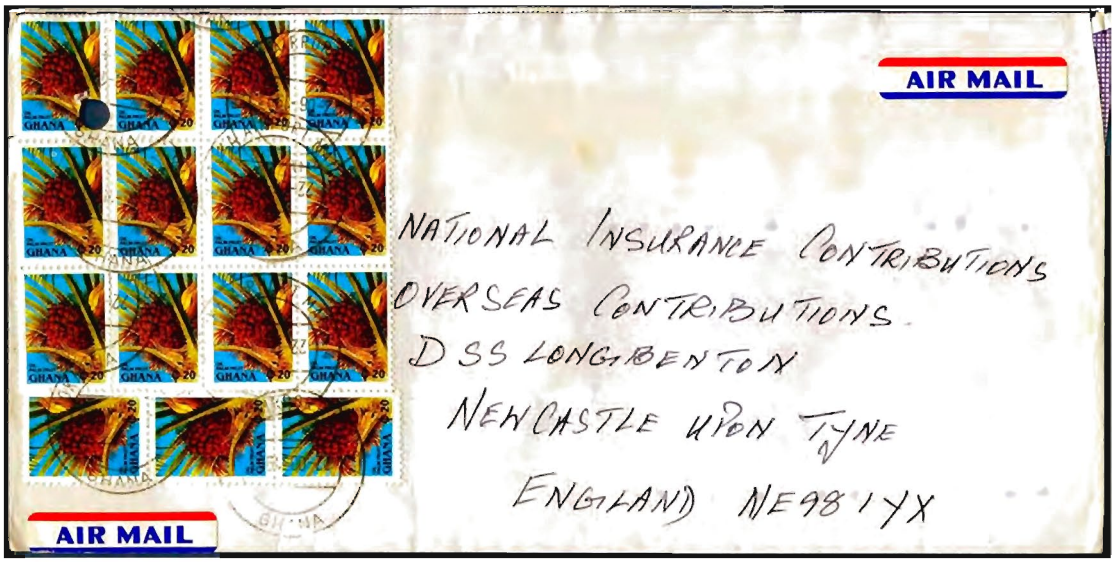


Figure 52
Like the original C1 Scorpion and its C20 provisional, the C20 Oil Palms definitive printed by the local firm Ikam was also used in large multiples, as this cover from Kotoka Airport dated 22/6/93 shows.



Figure 53
Cover from
Accra North to Holland
dated 21/11/92 with
C20 Easter 1992, SG 1704,
issued 13/4/92

Figure 54
Cover from
Kotoka Airport to England
dated 9/6/93 with 5 x C20
Crab *Calappa rubroguttata*,
(SG 1769, issued 15/2/93)
and 5 x C80 Fort Sebastian,
Shama, locally-printed
definitive (SG 1642, issued
12/12/91)



Acknowledgements

This study of these C20 provisionals, and the others in the 1988 series, is based largely on my own material but obviously no one person can be an exclusive custodian and I remain indebted to my West Africa Study Circle colleagues Ian Anderson, Peter Duggan and Philip Quirk for advice given and data provided and for having allowed me to make use of their statistics and illustrations where mine have been wanting. New finds will surely continue to come to light about this complicated group of stamps and facts and figures will change as other collectors go through their holdings. Any fresh information that they can give is always to be welcomed.

This study first appeared in sections in *Gibbons Stamp Monthly of* June 2015 p72, August 2015 p88 and October 2015 p120.

Why Togo?

John Mayne

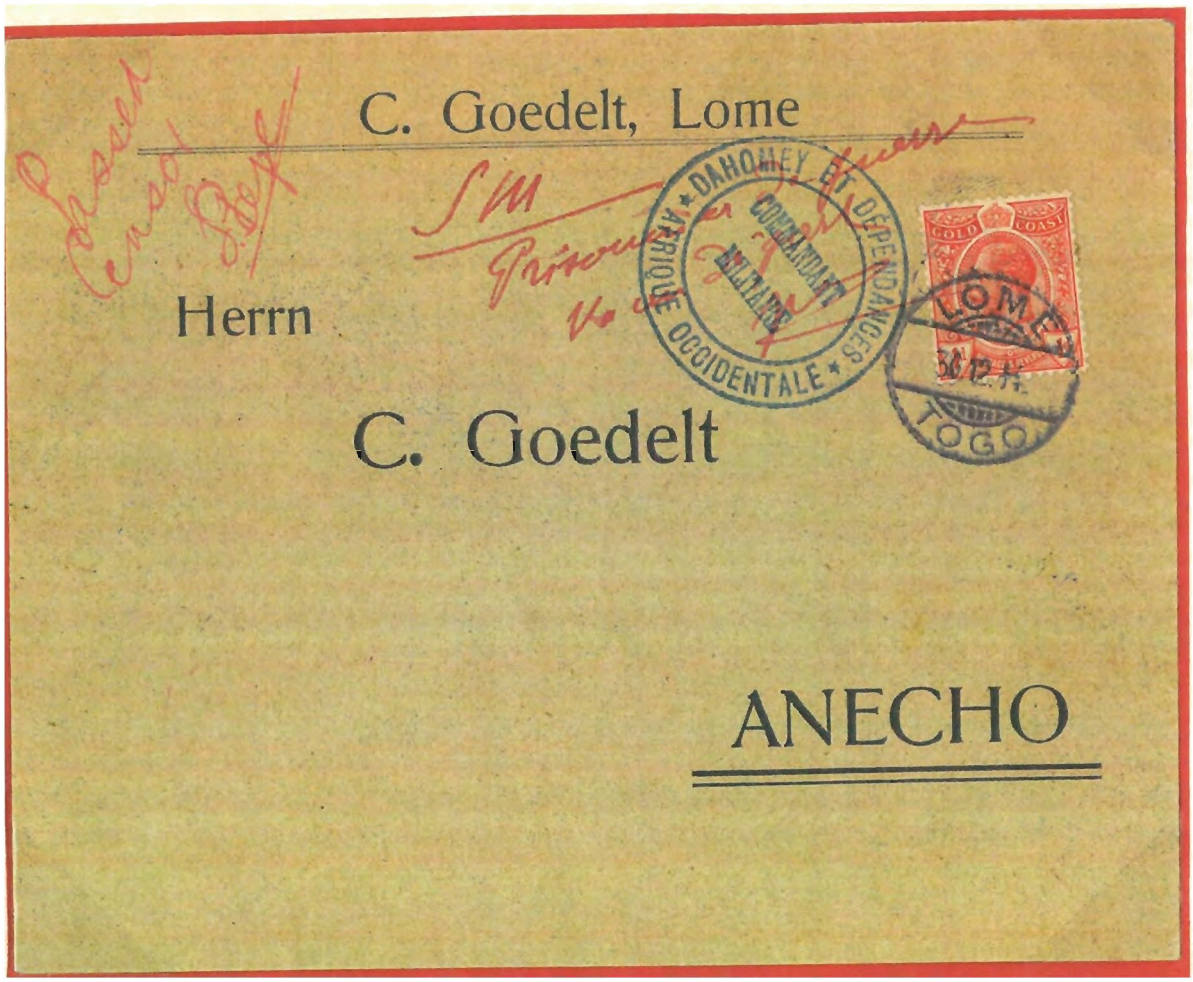
Those of my generation were introduced to stamps by parents or grandparents who generally inclined towards Great Britain and Empire. I was seven years old when I started my collection.



German colony: 18 March 1897 mail to the Vatican, the only item recorded, from the Catholic Mission at Lome, whose printing press would later be used to create the first Anglo-French Occupation issues. Routed via Klein Popo and Agoue Dahomey (19 March 97), Ouidah Dahomey (21 March) to Cotonou 22 March where it was put aboard a Fraissinet ship to Marseille (arriving 15 April) thence rail to Rome on 17th April

Coronation year, 1953, saw a proliferation of new issues and, being at school with limited pocket money, even with extra from helping in a family business I had insufficient funds to match the supply! Finding a Whitfield King catalogue I discovered the French Empire. Their issues, I later learnt, were considered to be 'wallpaper' and, whilst not as readily found as Empire or Commonwealth issues, were certainly cheaper. I disposed of my GB and Commonwealth stamps gradually which provided the financial ammunition. I felt some guilt at changing allegiance!

When I was at Shrewsbury, 1970-73, Terry Garcia (now of PhilIndex) ran Interstamps, with monthly sales at the Castle. I saw there a late lot of Dahomey and Gold Coast stamps overprinted Togo and I bought it. Then, at a stamp fair, I asked a dealer for any Togo and he handed me an envelope from German Togo. Before I could say I did not collect "envelopes" he turned to another customer and I noticed from its thickness that the envelope was not empty. It contained several stamps of which the dealer was maybe unaware. I was captured and the rest is history, postal history, and maybe too much of it!

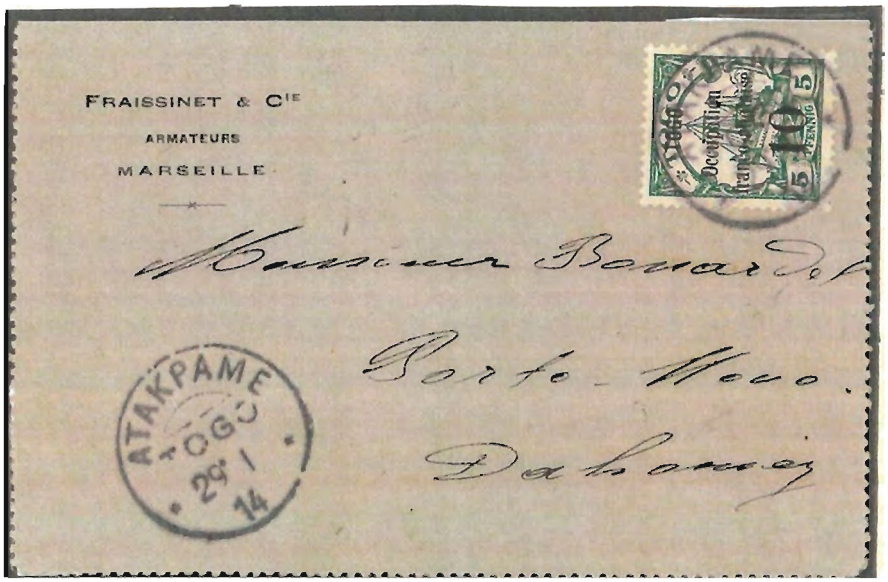


British Occupation: un-overprinted Gold Coast stamp used 30 December 1914. Gold Coast stamps remained valid until 20 October 1920. This commercial cover from Lome in the British sector to the Goedelt office at Anecho in the French sector was treated as internal mail at 1d rate. It was censored in the British sector by Stead Pope and is the earliest known with his censor on it. Censored again by the French Military Commander.
Very few internal censored covers are known that have been censored by both.
This cover also has a rare back-stamp of Grand Popo / Dahomey with "Grand" excised

Whilst returning from Cornwall I stopped at Portishead stamp fair and, whilst enquiring at a dealer stand for more Togo, I was overheard by Jeremy Martin who persuaded me that I should join WASC. That has been a beneficial move for me, although Togo is a minority interest amongst the membership (*ed—don't we all have minority interests!*). At times I was able to turn for guidance to eminent philatelists including Sir Adrian Cadbury and John Sacher as well as Jeremy Martin. Upon meeting Michael Ensor, who had served in the Colony "next door" and shared my philatelic interest, an invaluable contact was made. He is still much missed.

Collecting from the birth of the country on 5th July 1884 to 20th July 1922 when the League of Nations Mandates were confirmed, a full range of stamp issues is available. No only is this territory relatively neglected by British collectors, it is also least popular among German collectors, perhaps because it is the smallest source of German colonial mails—accounting for less than 2% of all German colonial mail volumes in 1914. For me, that scarcity adds to the challenge and the appeal. My allegiance remains strong!

I think postal historians all have their own favourite covers so I have illustrated three favourite covers from my collection on these pages.



French Occupation: privately–printed letter card for Fraissinet & Cie attracting 10c letter fee, using 10c on 5pf surcharged stamp, postmarked Atakpame 29.01.14 because no '15' year slug was available. The non-philatelic message is dated 29.01.1915. Sent to Porto Novo via Grand Popo, both cancels indistinct.

20/- Used 'Missing O of OCCUPATION' TOGO Overprint on Gold Coast (SG H46f)

Chris Jackson



Recently, the RPSL Expert Committee certified (Certificate 219301, dated 03/12/2014) this example of the Togo overprint 'missing O of OCCUPATION' (H46f) **used** as 'Genuine' but observed that the stamp was 'obliterated by favour and not postally used'.

The Expert Committee raised a number of interesting points in certificating this stamp:

1) The stamp has clearly been removed from the sheet by the Postal Authorities (cut perforations).
2) Although the obliteration is a genuine example of the 008.03 cancellation (Ref. 1), the genuine 'circular date stamp' would have been available to the same Postal Authorities if a used copy was required. So, in the absence of any further evidence, the Expert Committee concluded the genuine obliteration was 'by favour'.
3) Furthermore, the Expert Committee's view was that this stamp would have to be shown on a complete envelope (where its postal history could be examined) before they would consider it as postally used.

In 1915, when the Togo Postal Authorities first became aware of the 'missing O of OCCUPATION' error (first reported in the UK in March 1916, Ref. 2) and started removing them from the sheets, it was likely that more of the slower selling high value 'missing Os' would be caught up in this instruction. Empirically, this is my experience with all the examples that I have seen of Togo H46f (mint or used) being cut from the sheet.

The above example of the 20/- 'missing O of OCCUPATION' **used** is one of only two examples that I am aware exists. The possibility of this stamp (cut from the sheet or uncut) existing on an envelope therefore seems very remote.

References

1. Martin J.J. and Walton F.J. *Togo. The Postal History of the Anglo-French Occupation 1914 - 1922* pp 56 & 58, WASC 1995
2. Duggan, Peter *Togo. Overprints on Stamps of the Gold Coast 1915 - 1920*, p28, WASC 2005

Sokode, Togo to Seccondee, Gold Coast 1918

John Mayne



I illustrate a Dahomey 10c Postal Stationery Card overprinted for use in Togo, sent by registered post with the French boxed R, uprated with 10c and 15c stamps of the Togo overprints on Dahomey at a total rate of 35c. The four strikes of the SOKODE German-style canceller dated 16.12.18 are the latest recorded use. On the other hand this card also shows the earliest recorded use of a French registration etiquette with Sokode in manuscript.

It is backstamped Accra 27 Dec 1918, in transit, and Seccondee 30 Dec 1918 on arrival.

This card was offered by Lugdunum Philatelie in their auction of 28 November 2016 at estimate of €150. I suspect I was the under-bidder.

Tripoli to Kano 1905 - 1906

The late Jack Ince FRPSL & John Davies

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Introduction

About 45 years ago, two registered covers bearing Italian stamps were obtained by John Davies for his 'Italian Post Offices Abroad' collection and over the years were included in both national and international displays. In 1986 these were shown to the late Jack F. Ince, who was kind enough to write an article for the Italy and Colonies Study Circle journal *Fil-Italia* and it was published in their Volume XIV. The following is the article by Mr J.F. Ince.

Tripoli to Kano 1905 - 1906

Two registered covers in the possession of Mr John Davies have recently been shown to me. They were both sent from Tripoli to Kano, addressed in both Arabic and English, and are postmarked:

1) Tripoli, 2 April 1905. Backstamped Valletta, Malta 3.4.05; London 7.4.05; Liverpool 8.4.05; Zungeru 7.5.05; Kano 6.6.05. (Figure 1)



Figure 1
Front & Reverse (latter at 60%) of
cover sent from Tripoli 2 April 1905

2) Tripoli, 10 January 1906. Backstamped Valletta, Malta 15.1.06; London 19.1.06; Liverpool 20.1.06; Lokoja 10.2.06; Zungeru 14.2.06. (No Kano datestamp - Figure 2)





Figure 2
Front & Reverse (latter at 60%) of
cover sent from Tripoli 10 January 1906

The time in transit for both as far as Zungeru was approximately five weeks and then (surprisingly) one month for the first to Kano. As there is no arrival mark for Kano on the second, the time taken on the final section is not known, but was probably much less since the first was probably delayed in its onward transmission by swollen rivers at the start of the rainy season.

The route taken was clearly via Malta to Marseilles and thence across France by train to Calais, then Dover - London - Liverpool. Ocean sailings from Liverpool to Forcados by 1905 were weekly. A branch boat took passengers and mail further up the Forcados River to Burutu where the Northern Nigeria Government had an enclave and which was the terminus for the River Niger Transport Service. Mail and passengers travelled upstream to Lokoja (6 days) which was the main postal centre for the North.

Mail for Zungeru left weekly in this period and averaged 500 lbs in weight. It travelled by steam launch up the Niger and Kaduna Rivers for eight hours steaming, after which it travelled overland from Bida to Zungeru by mail cart, a distance of about 100 miles, usually a journey of three days duration.

At Zungeru, which was the administrative centre of the Protectorate, the mail was broken down for onward transmission as necessary. That for Kano went by mail cart to Zaria and then probably by runner to Kano, a total distance of 250 miles. In 1906 the new mail cart road was completed; the mail carts were drawn by oxen.

Kano's large market had been the commercial centre of the Western Sudan for centuries and was both the destination and starting point of caravans which crossed the desert in all directions. The Tripoli Arabs, with their partners resident in Kano, had traditionally had the monopoly of importing Morocco leather, made from goatskins, while other manufactured goods exported from Kano included woven cloth, embroidered gowns, slippers, horse gear and other leather goods.

The arrival of the British opened up potential trade routes through the coastal ports to Europe and elsewhere. In 1904 a Tripoli Arab, Nasruf, tested the advantages of the southern route via the River Niger and Forcados to Europe by sea, and compared it with the traditional northern route. That to the south had the advantage of regular scheduled sailings both on the Niger and from the coastal ports; it was cheaper and quicker. Caravans tended to arrive via the northern route in December and January and not to leave Kano for the return journey to Tripoli until May or June. They took up to five months in passage and the overall cost could be as high as £40 per ton. Although Nasruf, as a result of his investigations, recommended his partners to stay with the desert route for the time being, this was largely due to his dislike of Liverpool and the costs of his stay in England.

Kano Province had been incorporated into the Northern Nigerian administration on 2 February 1903. In 1905-06 the working and organisation of the postal service at stations other than Lokoja and Zungeru was still in the hands of the Political Department and, as residents at this time still had more demands than they could reasonably attend to properly, the postal service was at times 'lamentably defective'. In his report for 1905 Sir Frederick Lugard reported that the 45% increase in parcels traffic was due to Arabs at Kano who were ".... now importing goods by parcel post". Clearly by now the Tripoli Arabs had found that they could communicate with their trading partners in Kano by a reasonably expeditious postal system which, although vastly greater in distance, ensured arrival of mail in two months or less.

John Davies adds: This concludes the article by Mr Ince, but perhaps something should be recorded about the covers themselves.

The 1905 cover shows the 2 x 25 centesimi stamps of Italy (unoverprinted) cancelled by a single circle handstamp and a printed registration label number 85. I do not know exactly when printed labels were introduced but this would indicate early usage. The rate was 25 centesimi for the basic foreign letter rate plus 25 centesimi for the registration fee. The last line in Arabic shows the 'Beduh' number 8642. This has nothing to do with the address as the numbers represent four corners of a square in which if other numbers were placed a total of 15 would result in all directions.

The 1906 cover shows the letter and registration fee made up by a different combination of postage stamps from the same series. This time a squared circle handstamp has been used. Whether the Italian Post Office in Tripoli were waiting for a supply of registration labels to arrive or there was some other reason, it would appear that a provisional registration handstamp came into use and the number 207 was added. Although devoid of location as expected with registration labels, at least its origin is indicated in Arabic at the top right of the cover.

Timbuktu PoW Camp, World War II

Jeremy Martin FRPSL

In *Cameo*, whole number 56 (Ref. 1) and 57 (Ref. 2) I wrote about PoW camps in West Africa during World War II. The camps in West Africa held not only Italians but also Germans; as well as Belgian, British and French internees. This information is based on reports of Red Cross visits to camps in West Africa and provided by the International Red Cross in Geneva.

In a Gärtner auction in Germany (Ref. 3), under French Sudan, lot 5119 was described as "1942 stampless envelope written by *George Whalley, Internee Britannique, Tomboctou, Soudan Français, A.O.F.* addressed to *P. Johnson, Camp D'Internment, Kan Kan [sic], Guinea Français, A.O.F.*"

The envelope has been cancelled by a TOMBOCTOU / SOUDAN FRANÇAIS date-stamp of 17 FEV 1942 with a SIGUIRI / GUINEA FRANÇAIS transit mark of 5 MAR 1942 on the reverse.

The auction house gave further details. George Whalley was a Radio Officer on the *Criton*, which was torpedoed by Vichy French warships. He was taken to hospital in Dakar and then to Koulikoro camp, near Bamako, in French Sudan. From there he was sent to Internee Camp at Timbuktu, also in French Sudan.

Next, he was taken up the River Niger to Kankan camp in French Guinea. He was one of 32 internees in Timbuktu, plus 10 natives, from the *Criton*. Later they were joined by a group of Dutch and Norwegian seamen. George Whalley was interned for 21 months before being released to make his passage home via Freetown.

The information provided fits with the details shown in Cameo number 57 (Ref. 2) that camps at Koulikoro and Timbuktu were for British internees held by the Vichy French. Although not mentioned in the Red Cross report, it seems that Kankan can be added to the list of camps holding British internees.

The lot, estimated at £1100, apparently did not find a buyer.

References

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Nigeria Passed By Unit Censor No. 25

Tony Plumbe

Gradually examples of the missing numbers in the Nigerian sequence of civilian and military censors emerge. Figure 1 shows an Army Type A1301 Number 25 not previously recorded that I acquired recently. It was probably applied at Enugu on 12 May 1941 but the reverse of the envelope has a Lagos machine cancellation date 15 May 1941. It was sent and countersigned by J Baxter to his wife.



Figure 1: cover rated 2½d from Enugu to the UK by surface mail, sent 12 May 1941 with cachet of Unit Censor 25

WASC Library List

Ian Anderson

The Study Circle's library includes 500 publications collected during the 66 years of the study circle's existence. The library is little used by members and its future will need to be considered by a future AGM, as storage of such a quantity of books and pamphlets is increasingly a problem. In the meantime we realise that the library list provides a comprehensive bibliography of books and other publications regarding the history and philately of West Africa and the Atlantic Islands which can be placed on record in *Cameo* in this commemorative issue no. 100.

Ref.	Author	Title / Description	Publisher	Date
	General Works			
9.01	Agabeg R.J.	Display notes to RPSL		1996
9.01	Armstrong D.	The Silver Jubilee Stamps	Stamp Collecting	1936
9.02	Barth H.	Travels and Discoveries in North and Central Africa	Ward Lock	1890
9.02	Batten T.R.	Tropical Africa in World Hist 1: Foundations of Modern History	Oxford UP	1939
9.02	Batten T.R.	Tropical Africa in World Hist 2: Growth of Europe & British Empire	Oxford UP	1939
9.02	Batten T.R.	Tropical Africa in World Hist 3: Africa in Modern History after 1800	Oxford UP	1939
9.02	Batten T.R.	Tropical Africa in World Hist 4: Modern World	Oxford UP	1939
9.02	Beale & Martin	The Post Office Impression Books	WASC	1987
9.02	Beale P.O.	Agencies of the GPO in Fernando Po, St Vincent, Lagos, Tenerife, Madeira and Freetown in the 19th Century	WASC	1974
9.02	Beale P.O.	Agents of the GPO in British West Africa	GSM	1981
9.02	Beale P.O.	Post Office Archives and the Early Postal History of West Africa	WASC	1972
9.02	Beale P.O.	Some Illustration of the Use of Archives in London (ex LP)	RPSL	1975
9.02	Beale P.O.	The Post Office Archives and Early Postal History of West Africa	WASC	1972
9.02	Beale & Walton	West Africa GPO Postal Notices	WASC	2001
9.02	Blake J.W.	West Africa : Quest for God and Gold 1454-1578	Curzon Press	1977
9.04	Davies P.N.	The Trade Makers - Elder Dempster in West Africa 1852-1972	Allen Unwin	1973
9.04	Daynes J.A.	BEF in France and Belgium 1939-40	FPHS	1989
9.05	Easton J.	The De La Rue Printing (ex London Philatelist)	RPSL	1960
9.06	Fage J.D.	An Introduction to the History of West Africa	Cambridge UP	1962
9.06	Fry R.	Bankers in West Africa : Story of the Bank of British West Africa	Hutchinson	1976
9.08	Hargreaves J.D.	Aberdeenshire to Africa : North East Scots & Br Overseas Expansion	Aberdeen UP	1981
9.08	Holt J. & Co. Ltd.	Merchant Adventurers	Adprint	
9.08	Hopkins D.	Peter Thonning's map of Danish Guinea	Cartographica	1998
9.08	Horton J.A.	West African Countries and Peoples (original 1868, reprinted))	Edinburgh UP	1969
9.09	Ince J.F.	Pan Am FAM 22 in WWII	Air Post	2001
9.11	Kingsley M.	Travels in West Africa	Everymans	1976
9.11	Kohn R.	Palm Line : The Coming of Age 1949-70	Palm Line Ltd	1970
9.12	Langlois M., Bourselet V.	Cancellations of French West Africa (in French)	Editions du Graouli	1937
9.13	Martin & Walton	West African Censorship World Wars I & II	WASC	1993
9.13	Martin Walton Harris	West African Censorship World Wars I & II (3rd edition)	WASC	2014
9.13	Martin & Powell	West Africa in the British Library (and folder colour photographs)	WASC	2010
9.13	Martin E.C.	The British West Africa Settlements 1750-1821	Longmans Green	1927
9.13	Mayo D.	British Empire African Colonies and Occupied Territories	CCSG USA	1978
9.13	McCaig C.	The Development of British West Africa (Display to WASC)	WASC	1973
9.13	McCaig C.	The Development of British West Africa (ex Display to SPHs)	WASC	1973
9.13	McCaig C.	The Postal History and Handstamps of British West Africa	Robson Lowe	1978

9.13	McPhee A.	The Economic Revolution in British West Africa	Routledge	1926
9.16	Park M.	Travels in West Africa	H. Strong Lib	1825?
9.16	Proud E.B.	Field Post Offices in West Africa 1941-46 (extract from book)		1968
9.18	Reese T.R.	The History of the Royal Commonwealth Society 1868-1968	Oxford UP	1968
9.18	Reynolds A.J.	Ivory Coast to Cameroons	Borzoi Books	1929
9.19	Sacher J.	British West Africa (Display to WASC)	WASC	1977
9.19	Sacher J.	British West Africa (Display to WASC) in York	WASC	1997
9.19	Sacher J.	British West Africa Postal History (Display to RPSL)	WASC	1981
9.19	Sacher J.	Display notes on the Gambia, Gold Coast, Lagos, Niger Territories, Oil Rivers and Sierra Leone	WASC	1977
9.19	Sacher J.	Kay Goodman Lecture to British Philatelic Federation	WASC	1990
9.19	Samuel M.	Specimen Stamps (Display to WASC)	WASC	1972
9.19	Samuel M.	Specimen Stamps of the Crown Colonies (incl. 1984 supp.)	RPSL	1976
9.19	Sandford K.	The Royal Air Force in West Africa 1940-45	FPHS	1990
9.19	Smythe D.	Meaning and Purpose of AV2 and OAT markings	Am. Philatelist	1962
9.20	Tansley K.	Display notes on King Edward VII Portraits	WASC	1976
9.20	Todd T.	Stamps of the British Empire	Nelson	1947
9.21	Uzoigwe G.M.	Britain and the Conquest of Africa	Michigan Press	1974
9.23	Wallace H. & A.	Silver Jubilee Commemorative Stamps of King George V	H. & A. Wallace	1937
9.23	Warboys & West	Madame Joseph Forged Postmarks	RPSL	1994
9.23	Willcocks J.	The Romance of Soldiering and Sport	Cassell	1925
9.23	Wulton F.L.	West Africa Post Offices	WASC	2011
9.23	Wilson J.	Progress Civil Aviation 1939-45	WASC	2009
9.23	Wilson J.	Extracts Air Ministry Civil Aviation 1939-45	WASC	2010
9.27		Atlantic Bridge RAF Transport Ocean Ferry	OHMS	1945
9.27		A Merseyside Maritime History 50th Anniversary	Livpl Nautical Soc	1988
9.27		British National Stamp Exhibitions : A Guide for Exhibitors	BPF	1989
9.27		List of Ships & Cancellations of the Deutsche Ost Line 1890-1965	Woermann Line	1980
9.27		Civil Censorship Group: Cumulative Index	CCG	2002
9.27		Contract between the Postmaster General and the West Africa Shipping Line for the conveyance of mail		1866
9.27		The De La Rue Punch Book	RPSL	1987
9.28		Catalogue : The De La Rue Keyplates	Robson Lowe	1979
9.28		International Stamp Exhibition Catalogue, London 1980		1980
9.28		Macmillan' West Africa catalogue	Cavendish	1985
9.28		T V Roberts Manuscript Markings catalogue	Christies RL	1989
9.28		'Dallas' catalogue	Sothebys	1990
9.28		'Samos' catalogue	Ivy Shreve	1991
9.28		'Dale / Lichtenstein catalogue	Harmers NY	1991
9.28		R.P.S. Museum Catalogue Parts I-IV	RPSL	1965
9.28		Stamp World Exhibition Catalogue, London 1990		1990
9.28		British Empire catalogue, includes Revenues	Christies RL	1992
9.28		West Africa catalogues (September 1993 & April 1996)	Cavendish	1990s
9.28		Wm. Frazer British Africa catalogue	Spink	2004
9.28		Sacher post-UPU catalogue	Spink	2009
9.28		Wilkin and Vestey West Africa catalogue	Spink	2010
9.28		John Forrest Cancellations catalogue	Grosvenor	2010
9.28		The London Philatelist Cumulative Index Vols 1-77 (1892-1968)	RPSL	1969
9.29		The Royal Philatelic Society, London : 1869-1969	RPSL	1969

9.29		WASC York Convention (Members Displays to WASC)	WASC	1991
9.29		Opusculum : Anthology of Philatelic and Historic Papers	RSPC Canada	1995
9.29		WASC Display to RPSL	WASC	2000
9.30		Civil Censorship Study Group Bulletin 129-134		
9.30		George VI Study Circle 15-17		
9.30		South Atlantic Chronicle 96-118	SHATPS	2006
	Ascension			
1.01	Attwood J.	Mail from 1817 to 1901	WASC	1988
1.01	Attwood J.	Mail from 1897 to 1976	WASC	1988
1.01	Attwood J.	The Stamps and Postal History of Ascension Island	Pall Mall	1981
1.02	Beale P.O.	Crown Agent's Records in the British Library	WASC	1988
1.02	Beale P.O.	Post Offices in the Second Half of the Nineteenth Century	WASC	1990
1.02	Beale P.O.	The Island Post Office 1922-24	WASC	1988
1.02	Bramsden H.	Ascension "Used abroad"	Stamp Collecting	1946
1.06	Ford E.H.	An Introduction to the History and Postage Stamps	GSM	1932
1.06	Fryer G.H.	The K. G. VI Pier design	Stamp Collecting	1970
1.07	Goldberg C.	Ascension: George VI	G VI Soc	2000
1.13	McKie A.	Ascension Island Commentary	Weekly Philatelic Gossip	
1.13	Mabbett B.J.	Ascension PO Accounts 1922/34	WASC	2014
1.23	Worthington L.J.	Notes on the 1922-24 Ship Design	Stamp collecting	1924
1.28		The "John Barfoot" Ascension, Warwick and Warwick		1995
1.29		WASC displays to RPS		1966
	Biafra			
10.06	Forsyth F.	The Biafra Story : The Making of an African Legend	Severn House	1983
10.16	Prestedge D.H.	A First Philatelic Study of Biafra and display notes	WASC	1970
10.16	Prestedge D.H.	Biafra stamps & postal stationery of rebel state in civil war	WASC	2000
10.19	Seaman R.J.	Extracts from The London Philatelist	RPSL	1990
10.19	Seaman R.J.	Notes on Display to RSPL	RPSL	1988
10.19	Seaman R.J.	Notes on Display to WASC	WASC	1995
10.30		Biafran postmarks from 30/5/67 (3 pages unattributed)		
10.30		Copies of Archbishop Patterson covers	Phillips Auction	1992
	Cameroons			
2.02	Bratzel, Kraja & Maddocks	Les Obliterations du Cameroun 1914-1960	MPB Canada	1990
2.02	Bratzel M.P.	The wartime Revenue stamps of Cameroon	GCCG (USA)	1967
2.02	Bratzel M.P.	Postal tariffs under French Administration 1916-1959	MPB Canada	2007
2.02	Bratzel M.P.	Railroads of Cameroon and associated Postal History	MPB Canada	2009
2.03	Cobb D.	Cameroon in Great War vol II French Navy and AEF.		2007
2.03	Cockrill P.	Facets of Cameroon in wartime 1939-1945	Cockrill	1985
2.06	Friedemann A.	Stamps & Cancels of German Cols:Sect VII Postal Stationery (translation)	GCCG (USA)	1967
2.06	Friedemann A.	Stamps & Cancels of German Cols:Sect XIV Postal History (translation)	GCCG (USA)	1967
2.08	Herterich W.	Kamerun im Krieg 1914-1918 (German, part translation)	WASC	1994
2.08	Herterich W.	Kamerun im Krieg 1914-1918 (German)		1937
2.13	Maddocks R.J.	Postal Arrangements of Anglo-French Expeditionary Force 1914-16	Maddocks	1996
2.13	Maddocks R.J.	Mail Routes and Postal Geography in WW II	GSM	1990
2.13	Maddocks & Bratzel	The Postmarks and Postal History under Br Administration 1919-1961	MPB Canada	1994
2.23	Wright M. St.J.	Air Mail Philately of the British Cameroons	GSM	1981

2.23	Wright M. St.J.	The Postal History of the British Occupation and Administration of the Cameroons 1914-1961	WASC	1983
2.29		Cameroon Emblem Revenues since 1964	Amer. Revs. Soc.	2003
2.29		Extracts from The London Philatelist 1915-1958	RPSL	from 1915
2.30		Copy of Postal History accumulation sold by E. Proud		1998
2.30		Registered Letters S. Cameroon 1959/60	UN study group	2002
	Gambia			
3.01	Adams C.	Postmarks of The Gambia	Philatelic Mag.	1945
3.01	Aggersberg D.	Shades of the 1938 1/2d	GSM	1993
3.01	Andrew J.O.	Postal Markings of the Gambia	Stamp Collecting	1981
3.01	Andrew J.O.	The Stamps and Postal History of the Gambia	WASC / Rob Lowe	1985
3.02	Baldwin N.C.	Gambian Air Mails	Air Philatelist	1982
3.02	Bavington-Jones R.	Notes on Display of covers and Cameos to WASC	WASC	1974
3.02	Beale P.O.	1906 Overprints on 2s6d and 3s0d	WASC	1973
3.02	Beale P.O.	Articles from Postal History International	PHI	
3.02	Beale P.O.	Gambia, the 1906 Provisionals	Stamp Collecting	1975
3.02	Beale P.O.	Notes on Display to WASC	WASC	1985
3.02	Branston A.	The Cameos of The Gambia (on forgeries)	Stamp Lover	1984
3.03	Charlton, Whitfield & McCaig	The 1886-87 Issue 6d Green	WASC	1961
3.04	Dalwick R.E.R.	The Early Postal History of Gambia	India's Stamp Journal	1943
3.04	Dalwick R.E.R.	Extracts from The London Philatelist	RPSL	from 1942
3.04	Dalwick R.E.R.	The Gambia - History of Posts, Postage Stamps & Cancellations	Robson Lowe	1953
3.04	Duncan S. and Andrew O.	The Postal Markings of The Gambia	WASC	2006
3.07	Gailey H.A.	A History of The Gambia	Routledge & Paul	1964
3.07	Good E.G.	The Embossed Cameos of The Gambia		
3.07	Grumbridge A.L.	Background and Postal History	RPSL	1938
3.08	Harper	Notes on Dale-Lichtenstein Display	Collector's Club	1982
3.08	Hicks J.S.	Speculations on Gambia	GSM	1942
3.11	Kinloch W.L.	Impressions of Handstamps in Use in Gambia & those in Store	WASC	1967
3.11	Kohl	Kohl Handbook (translation with WASC Foreword by Whitfield)	WASC	1953
3.12	Leonard C.	Gambia, The Airmail Services	GSM	1981
3.12	Lewis E.	Air Letters and Postal Stationery	WASC	1970
3.12	Lorant E.C.	Exhibition notes		
3.13	McCaig C.	Notes on Double Cameo Embossing	WASC	1972
3.13	McCaig C.	The 1880 Issue	WASC	1964
3.13	McCaig C.	The Country Post Offices and Postal Agencies	WASC	1965
3.13	McCaig C.	The Country Post Offices and Postal Agencies : Supplement	WASC	1966
3.13	McCaig C.	The Travelling Post Offices	WASC	
3.13	McCaig C.	Display notes to RPS		1968
3.13	McConaghey R.A.	The last issue of the Gambia Cameos	Stamp Collector's Fortnightly	1950
3.13	Maisel R. and Podger J.	The "Dented Frame" or " Glover" flaw.	LP	2000
3.13	Melville F.J.	The Gambia	Melville Books	1908
3.13	"Mickey the Coaster"	A Disney Quest in The Gambia.	GSM	1993
3.14	"Nimrod"	Stamp Hunting	GSM	1995, 1999
3.14	Northam W.H.	Gambia Centenary	SM	1943

3.15	O'Hara B.J.	The 1883-97 issue. A study of the Plates, Printings and Perforations	O'Hara	1997
3.18	Randnip M.	Cancellations of the Gambia country POs	WASC	1982
3.18	Rose J.E.	Gambia Perforated Cameos	WASC	2011
3.19	Sacher J.	The Gambia 6d Cameos: watermarked stamps of 1869	LP vol 79	1968
3.19	Sacher J.	Notes on Display to WASC	WASC	1977
3.19	Sheraton R.F.W.	Why Gambia?	Stamp Collecting	1975
3.22	Vernon D.H.	1922-27 Perforations	Stamp Collecting	1980
3.23	Weldhen L.F.	The Specimen Stamps	WASC	1963
3.23	Whitfield J.R.	Notes on a Display to WASC	WASC	1953
3.23	Williams L.N. & M.	Varieties and Terms on Embossing (ex Fundamentals of Philately)	American PS	1964
3.27		Lease and lend farmers of The Gambia	Philatelic Mag.	1950
3.28		Catalogue 'Bavington-Jones' Sale	Stanley Gibbons	1983
3.28		Catalogue 'Burrus' sale		1963
3.28		Catalogue 'Dale-Lichtenstein' Sale	Harmers	1990
3.28		Catalogue 'Glover' Sale	Harmers	1985
3.28		Catalogue Holden Pemberton sale	HP	1989
3.28		Catalogue Plumridge sale	Plumridge	1959
3.28		Catalogue 'Sacher' Sale	Robson Lowe	1972
3.28		Commonwealth sale catalogue	Harmers	1982
3.28		Commonwealth Airmails sale catalogue		1993
3.30		Extracts from The London Philatelist	RPSL	from 1898
3.30		Listing of Gambia Post Offices	WASC	Apr-68
3.30		Listing of Gambia Post Offices and Agencies	WASC	Oct-68
3.30		Travelling Post Offices - Map and Cancellations	WASC	1964
3.30		PO Instructions for Sub Post Offices and Postal Agencies	Govt. Printer	1948
3.30		The Gambia Postal Guide (refers to 1903-4)		
3.30		Report on the Posts and Telegraphs for 1955	Gambia GPO	1956
3.30		Colonial Report for 1949	HMSO	
3.30		Colonial Report for 1950 and 1951	HMSO	
3.30		Colonial Report for 1954 and 1955	HMSO	
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4.01	Agabeg R.J.	The Gold Coast 1775 - 1902 (from the London Philatelist)	RPSL	1960
4.01	Alexander H.T.	African Tightrope : My 2 Years as Nkrumah's Chief of Staff	Pall Mall	1965
4.01	Anderson I.G.	Postmarks 1875-1957 (3^{N} WASC edition)	WASC	2012
4.01	Apter D.E.	The Gold Coast in Transition	Princeton	1955
4.02	Bacon E.D.	Stamps and Postal Stationery 1875-1900		
4.02	Beale P.O.	Revenue Stamps of Sierra Leone and the Gold Coast	Stamp Collecting	1981
4.02	Boyle D.	With Ardours Manifold	Hutchinson	1959
4.02	Boyle L.	Diary of a Colonial Officer's Wife (1916-17)	Alden Press	1968
4.03	Cameron J.	Cancellations 1875 - 1957	WASC	1960
4.03	Cameron J.	Cancellations 1901 - 1957	WASC	1962
4.03	Cameron J.	Some notes on the Handstruck Stamps	WASC	1965
4.03	Cameron J.	The Provisional Issue of 1889 - 1d on 6d	WASC	1965
4.03	Cooper G.P.	The Gold Coast and Back (visit by GPO Survey Dept)	St Martins Grand	1903
4.04	Dickinson T.A.	Picture postcards (1898-1957)	WASC	2003
4.04	Duggan P.	Mail Service Timetables 1950 (illustrated)	WASC	2012
4.05	Ensor M.	The Stamps, Postal Stationery and Postal Rates King Edward VII	WASC	1988
4.05	Ensor M.	The Stamps, Postal Stationery and Postal Rates King George V	WASC	1988

4.05	Ensor M.	Postal Services 1901-1997	WASC	1998
4.08	Halewood N.	QE definitives 1952-58	GSM	1997
4.08	Hamilton P.	Gold Coast Double Anniversary	Stamp Collecting 1955	
4.08	Higlett C.A.	The Rare 20/- Stamp	Philately Scotland	1933
4.09	Ince J.F.	A Study of Cancellations C5 and C11	WASC	1977
4.09	Ingram D.	Provisional stamps of the Gold Coast	Stamp Collecting	1915
4.10	Jaffe P.	Gold Coast. Postmarks	Stamp Collecting	1950
4.11	Kiddle F.	GB Registered Postal Stationery overprinted Gold Coast Colony	Br Overprint Soc	c 1970
4.13	Mackin M.T.	The Post Offices / Agencies and their Cancellations (revised)	WASC	1991
4.13	Macrae K.J.	Gold Coast Postmarks. Types 2 and 2a (extracted from Cameo)	WASC	1975
4.13	Macrae K.J.	Some notes on the Handstruck Stamps and Cancellations	WASC	1971
4.13	Macrae K.J.	The Postage Stamps	WASC	1979
4.13	Macrae K.J.	Why Collect Gold Coast?	Stamp Collecting	1981
4.13	Martin J.J.	The Gold Coast 1825-1960 (ex display to Soc Postal Historians)	WASC	1993
4.13	McCaig C.	Notes on the 1876-79 Issue	WASC	1967
4.13	McCaig C.	Travelling Post Offices	WASC	1959
4.13	McCaig C.	Travelling Post Offices (article from London Philatelist)	RPSL	1962
4.14	Nelson R.J.	Postal Stationery (notes on display to WASC)	WASC	1992
4.14	Noble L.A.	Countries and their stamps: Gold Coast	Stamp Collecting	1930
4.15	Osborne Dr.E.	A Postmark Query	Stamp Lover	1950
4.16	Poole B.W.H.	The First Victoria Design	Collectors Club	1957
4.16	Ps Marie Louise	Letters from the Gold Coast	Methuen	1926
4.18	Rogers R.S.	A History of the Ghana Army Vol I	Pres.Church Accra	1959
4.18	Rooney D.	Sir Charles Arden-Clarke	Rex Collings	1982
4.19	Sacher J. & others	Postal Services in Gold Coast to 1901	RPSL	2003
4.19	Spowart H.A.	The Postage Stamps of the Gold Coast to 1928	Stanley Gibbons	1929
4.22	Van Dantzig A. and Priddy B.	A Short history of the Forts and Castles of Ghana	Ghana Museums	1971
4.23	Walton, Mackin & Nelson	Index to Post Offices 1875 - 1957	WASC	1992
4.23	Ward W.E.	A Short History of the Gold Coast	Longmans	1939
4.23	Ward W.E.	A History of Ghana	Allen and Unwin	1964
4.23	Williams L.N. and M.	Gold Coast Stamp Famine 1883 - 1884	Philatelic Mag.	1943
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4.23	Wraith R.E.	Guggisberg	Oxford	1967
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4.27		Gold Coast 1928 : the Christiansborg Castle issue		
4.27		No wonder they call it darkest Africa	Philatelic Mag.	1950
4.27		A brief guide to Ghana	Ghana Info services	1959
4.28		'Ashanti' Sale Catalogue	Stanley Gibbons	1991
4.28		'Cameron' Sale Catalogue	William Carson	1982
4.28		'Danson' sale catalogue		1971
4.28		'Macrae' sale catalogue	Phoenix	1992
4.28		'Seaman' Sale Catalogue	Harmers	1992
4.28		British Africa sale catalogue	Christies RL	1990
4.29		Extracts from The London Philatelist (1902-1962)	RPSL	from 1902
4.30		Gold Coast Colony : Post Office Guide 1910	Govt Printing Press	1910

4.30		Gold Coast Post Offices : Colonial Secretary's minutes 1882-1884		1884
4.30		Gold Coast Post Offices : Government dispatches 1842-73		from 1842
4.30		Gold Coast Post Offices in 1956	WASC	
4.30		Ashanti 1925-6	HMSO	
4.30		Colonial Report for 1934-5	HMSO	
4.30		Colonial Report for 1952	HMSO	
4.30		Colonial Report for 1953	HMSO	
4.30		Colonial Report for 1954	HMSO	
4.30		4 Gold Coast maps extracted from books	misc	
4.30		Ghana Road Map	Mobil	
	Nigerias			
5.01	Allison P.	White Man's Grave : A Picture Rec of Br in West Africa (Nigeria)	Viking	1988
5.02	Beale P.O.	The Twenty Five Pound Stamp of Northern Nigeria	WASC	1981
5.02	Beale P.O.	The Twenty Five Pound Stamp of Northern Nigeria	Collectors Club	1983
5.02	Bernstein I.J. and Nissen C.	British stamps used in Akassa, Burutu and Lokoja	GSW	1909
5.03	Cheavin W.H.S.	Southern Nigeria : The De La Rue Dies (ex London Philatelist)	RPSL	1927
5.04	Daun C.J.	Oil Rivers and Niger Coast Protectorate		1905
5.06	Field F.J.	Nigeria Air Mails (with supplements)	Field F.J.	1952
5.06	Forrest J.	Nigeria : The Post Offices and Agencies and their Cancellations	WASC	Mar-90
5.06	Forsyth W.W.	The Niger Coast Provisionals	LP	1935
5.06	Frankland J.E.	Southern Nigeria : Negatives and Prints		c 1969
5.06	Frankland J.E.	Southern Nigeria : The De La Rue Dies (ex London Philatelist)	RPSL	1962
5.06	Frankland J.E.	The Edwardian Stamps of Southern Nigeria	WASC reprint	1969
5.07	GPO	Memorandum for the Guidance of Postmasters at Lagos etc	GPO	1862
5.08	Halewood N.	QE definitives 1953-58	GSM	1996
5.08	Harris R.H.J.	Southern Nigeria Postmarks	GSM	1981
5.08	Harris R.H.J.	The Postmarks of Southern Nigeria	WASC	1981
5.08	Harris R.H.J.	Aerogrammes of Nigeria 1948-2000	WASC	2016
5.08	HMSO	Annual Report : Oil Rivers 1891	HMSO	1891
5.08	HMSO	Annual Report : Niger Coast Protectorate 1894	HMSO	1894
5.08	HMSO	Annual Report : Niger Coast Protectorate 1897-98	HMSO	1898
5.08	HMSO	Annual Report : Southern Nigeria 1903	HMSO	1903
5.08	HMSO	Colonial Report for Southern Nigeria 1903	HMSO	1903
5.08	HMSO	Colonial Report for Niger Coast Protectorate 1897-98	HMSO	1898
5.08	HMSO	Report by Major Macdonald to Foreign Office on the Niger Territories	HMSO	1890
5.08	HMSO	Colonial Report Nigeria 1951	HMSO	1951
5.08	HMSO	Annual Report Nigeria 1954	HMSO	1954
5.08	Hodgkin T.	Nigerian Perspectives : An Historical Anthology	Oxford UP	1964
5.09	Ince & Osborne	Cancellations of Niger Territories, Oil Rivers & Niger Coast	WASC	Sep-75
5.09	Ince & Osborne	Cancellations of Niger Territories, Oil Rivers & Niger Coast (supp)	WASC	
5.09	Ince & Osborne	Stamps of Fernando Po, Niger Terr., Oil Rivers & Niger Coast	WASC	May-76
5.09	Ince & Sacher	The Postal Services of the British Nigeria Region	RPSL	1992
5.09	Ince J.F.	Lagos 1/- Duty Plate	Collectors Club	Jul-82
5.09	Ince J.F.	Lagos Issues in Brazil	WASC	Sep-73
5.09	Ince J.F.	Lagos to USA cover with German Seapost Handstamp (1896)	Collectors Club	Jul-90
5.09	Ince J.F.	Niger Coast 1893 Provisional Issue Plate Flaws	WASC	1973
5.09	Ince J.F.	Niger Memories (Review of book by A.C. Douglas, 1927)	Collectors Club	Jul-88

5.09	Ince J.F.	Nigeria : The Travelling Post Offices 1903-1939	WASC	1991
5.09	Ince J.F.	Postal History Oil Rivers and Niger Coast	GSM	1993
5.09	Ince J.F.	Oil Rivers Protectorate Postal History	Collectors Club	Jul-88
5.09	Ince J.F.	Cancellations of the Nigerias	Stamp Collecting	1981
5.09	Ince J.F.	Lagos Used in Brazil	Stamp Collecting	1975
5.09	Ince J.F.	Pen Cancels of the Niger Coast	Collectors Club	Jul-80
5.09	Ince J.F.	The Postage Stamps and Postal Stationery of Lagos 1874 - 1906	WASC	Mar-78
5.09	Ince J.F.	Waterlow Die Proofs : Oil Rivers & Niger Coast (ex LP)	RPSL	Mar-88
5.10	Jones N.M. (Ed)	Nigeria Embossed envelopes, postcards, registered envelopes & stamp books 1914-36	WASC	1983
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5.10	Jones N.M.	The Postmarks and Cancellations of Nigeria 1914-1980	WASC	1994
5.10	Jones N.M.	Airmail Nigeria	GSM	1982
5.12	Lloyd C.	The Search for the Niger	Readers Union	1974
5.13	Mackin M.T.	Nigeria : Some Circular Date Stamps	WASC	c 1985
5.13	Maddocks R.J.	Boyd Alexander cover Poste Restante article	GSM	1994
5.13	Martin J.J.	Collecting Modern Nigeria	Stamp Collecting	1981
5.13	McCaig C.	Lagos : Some Notes on the First Four Issues	WASC	Jan-69
5.13	McCaig C.	Mobile Post Offices of Nigeria	WASC	c 1961
5.13	McCaig C.	Nigerias : The Travelling Post Offices	WASC	1963
5.13	McCaig C.	Northern Nigeria: Postal History, Postage Stamps & Cancels	WASC	1970
5.13	McFarlane D.M.	Calabar : The Church of Scotland Mission 1846-1946	Nelson	1946
5.13	McKeown R.L.	Land of the Oil Rivers : Story of the Qua Iboe Mission	Marshall Brothers	1902
5.13	Melville F.J.	Oil Rivers and Niger Coast	Philatelic Institute	1924
5.14	Nankivell E.J.	Niger Coast Protectorate	Baldwin	c 1909
5.14	Nankivell E.J.	The Stamps of Southern Nigeria	Postage Stamp	1907
5.14	Nicholson M.P.	Local Bisects and Surcharges of Oil Rivers & Niger Coast 1893-94	GB Overprint Soc	May-80
5.14	Nicholson M.P.	The Local Bisects & Surcharges of the Oil Rivers and Niger Coast	WASC	May-80
5.14	Nicholson M.P.	Anyone Welcome to strike oil (postmarks of Oil rivers and Niger Coast)	Stamp and Postal History News	1981
5.14	Niven C.R.	Short History of Nigeria	Longmans	1957
5.14	NIPOST	List of Post offices in 2008	Nipost	2009
5.16	P & T Dept.	Nigeria : List of Post Offices and Agencies 1919, 1949, 1963 & 1973		
5.16	P & T Dept.	Nigeria : Post Offices and Agencies		1949
5.16	P & T Dept.	Nigeria : Post Offices and Agencies		1919
5.16	Patterson C.	Eastern Region, Nigeria : Post Offices and Agencies	WASC	1960
5.16	Pemberton P.L.	Niger Coast Provisionals of 1893	Philatelic Journal	1925
5.16	Pemberton P.L.	Lagos Provisional Error of 1893, on 2d not 4d	Philatelic Journal	1935
5.16	Porter H.G.	A Collector's Study of Lagos	Philately Scotland	Nov-34
5.16	Porter H.G.	Notes on Niger Coast and Southern Nigeria		c 1934
5.16	Porter H.G.	The Posts and Postage Stamps of Lagos	Stamp Collecting	Nov-35
5.16	Porter H.G.	Nigeria: a Tentative Check-list of its Stamps	Stamp Collecting	1931
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5.16	Porter H.G.	Postmarks of Southern Nigeria	Stamp Collecting	1935
5.18	"Retpor"	Lagos, a Collector's study of		

5.18	Robson Lowe	RL Encyclopedia Bulletin 1 : Lagos Pre-Adhesive Period 1851-1874	Robson Lowe	
5.18	Robson Lowe	RL Encyclopedia Bulletin 2 : Adhesive Stamps 1874-1906	Robson Lowe	
5.18	Robson Lowe	RL Encyclopedia Bulletin 3: Cancellations 1874-1906	Robson Lowe	
5.18	Robson Lowe	The Early Stamps of Lagos (Ex The Philatelist Volume IX)	The Philatelist	
5.19	Sacher J.	The Postal History of Lagos : Early Mail & Handstruck Marks	WASC	Oct-78
5.19	Sanderson R.B.	Lagos : A Problem Cover	WASC	1960
5.19	Seaman R.J.	Bank BWA copies parcel correspondence with PO 1928-1937		2000
5.19	Simmonds A.G.	Nigeria 1956 2d 'Tin' Type A; Flaws and Varieties	WASC	1997
5.19	Simmonds T.	Oil Rivers SG1 overprint study		
5.19	Springbett D.	Lagos Postal History (exhibit at Stampex)	Springbett	1989
5.19	Stocken N.L.	The Lagos Error of 1893, on 2d not 4d.	Stamp Collecting	1936
5.23	Walker C.R.	Nigeria after the Amalgamation 1914	Stamp Collecting	1923
5.23	Wall T.A.	Fort Stuart & Postal Services of Niger Coast Protectorate	St Martins Grand	1900
5.23	Wellesley D.	Sir George Goldie, Founder of Nigeria	Macmillan	1934
5.23	Whitehead A.E.	British Stamps used in Royal Niger Co. Territories 1890-1900	American Phil	Mar-30
5.23	Wilson J.	The Guba Story : A Tribute to an Elderly Lady	Chavril Press	1990
5.23	Wright M. St.J.	Postal Orders of Nigeria	Postal Order News	2005
5.27		Niger Coast 1893-98 Plate varieties and re-entries	Stamp Lover	1942
5.27		Grass wigwams and mud huts	Philatelic Mag.	1949
5.27		An Issue is Born: Nigeria 1953	GSM	1955
5.28		Cancellations of GB Stamps used in Niger Territories & Agents Gn	RPSL	Feb-82
5.28		Catalogue 'Ashton Kinder' Sale	Robson Lowe	1978
5.28		"Burrus" sale catalogue		1963
5.28		"Danson" Lagos sale Catalogue		1971
5.28		Catalogue 'Hinde' Sale	Robson Lowe	Jan-59
5.28		Catalogue 'Nigeria' Sale	Phillips	Jan-91
5.28		Catalogue 'Porter' Sale	Robson Lowe	Feb-56
5.28		Catalogue 'Roberts' Sale, photocopies of Nigeria lots	Robson Lowe	Apr-89
5.28		Catalogue 'Sanderson' Sale	Robson Lowe	Apr-80
5.28		Catalogue 1986 Nigeria sale	Sothebys	1986
5.29		Expertisation Certificates (copies from BPF) (Lagos, Oil Rivers, Nigs)	BPF	Jun-91
5.29		The Oil Rivers Story July 1892 to June 1898 (Stampex Exhibit)		1990
5.30		Oil Rivers / Niger Coast Provisionals 1893-94 correspondence in RPSL		from 1894
5.30		Oil Rivers and Niger Coast : Sundry articles 1894-1987	RPSL + others	from 1894
5.30		Western Nigeria : List of Post Offices and Agencies		
5.30		Niger Coast – Oil Rivers Story, Autumn Stampex 1990		1990
5.30		Nigeria Study Circle bulletin issues 1 to 14	NSC	1982 on
5.30		Nigerian Philatelist volumes 2, 3, 4, 5 & 6.		
5.30		Nigerian stamp essays artwork – colour copies from sales list		1997
	St Helena			
6.01	Aggersberg D.	St Helena blue-black surcharges	GSM	1997
6.02	Burns B.	Notes on display to WASC		2005
6.03	Cowman A.R.	St. Helena Forgeries	Stamp Collecting	1925
6.03	Croker J.	The Stamps of St. Helena	Stamp Collecting	1923
6.03	Cusick T.	St. Helena 1938-1954 issues	GVI Society	2002
6.04	Donne C.	The all-red K E Id Pictorial of St Helena	Stamp collecting	1934
6.08	Halewood N.	QE II definitives 1953-59	GSM	1999
6.08	Harland H.H.	The Postage Stamps of St. Helena	Postage Stamp	1913

6.08	Hibbert E.	St. Helena : Postal History and Stamps	Robson Lowe	1979
6.08	Hibbert E.	Notes on Display	WASC	Mar-74
6.08	Horsley Sir P.	St Helena Packet Letter 1817	Philatelist	
6.13	Mabbett B.J.	Notes on Display	WASC	Mar-78
6.13	Mabbett B.J.	The Philately of the Camps for Boer POWs 1900-02	Anglo-Boer War PS	1985
6.13	Mountfield D.	Notes on Display	WASC	Mar-74
6.16	Potter W.J.W.	St Helena K G VI	Stamp Collecting	1951
6.18	Rainey C.	Tristan da Cunha – notes on display to RPSL	RPSL	2010
6.18	Rang C.P.	Through the Magnifying Glass: St. Helena Plate-Flaws	GSM	1949
6.23	West R.B.	Articles on Plating, Varieties and Remainders (with extra notes)	Stamp Collecting	1981
6.23	West R.B.	St Helena : Plating Using the Watermark on Perkins Bacon 6d	Stamp Collecting	1981
6.23	West R.B.	St Helena Badge Issue	Stamp Collecting	1981
6.23	de Worms P.	St Helena The six pence Plate	LP	1930
6.23	de Worms P.	Records from Colonial Office, Perkins Bacon, and De La Rue	LP	1931
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6.27		Island of Sooty Terns and Sharks	Philatelic Mag.	1949
6.28		Catalogue 'Hibbert' Sale	Robson Lowe	Feb-56
6.28		Catalogue 'Jamestown & Ayre' Sale	Harmers	Mar-89
6.28		Catalogue 'Mrs B.M.Halford' Sale	Phillips	1986
6.28		Catalogue 'St Helena' Sale	Sothebys	May-89
6.28		Extracts catalogue	Harmers	1992
6.30		Extracts from The London Philatelist (1895-1982)	RPSL	from 1895
	Senegal			
11.13	Melot M & Millet A	Senegal's First Issues (from Stamp Chronicle)	Timbropresse	Jun-96
	Sierra Leone			
7.02	Beale P.O.	Notes on Display to RPSL	WASC	Nov-86
7.02	Beale P.O.	Notes on Display to RPSL	WASC	Apr-89
7.02	Beale P.O.	The Postal Services of Sierra Leone until 1961	RPSL	1990
7.02	Beale P.O.	The Revenue Stamps of Sierra Leone and their Postal Use	Robson Lowe	Nov-79
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7.02	Bocock D.P.M.	List of Post Offices and Agencies	WASC	Aug-76
7.03	Coulls A.	Sierra Leone Railway Adventure	S.L. Rail Museum	2014
7.03	Crocker D.	Elephants and Palm-trees	GSM	1994
7.04	Dickinson T.A.	Sierra Leone Picture Postcards	WASC	1997
7.04	Dobbs M.	British Intervention in Sierra Leone 1997/2015	FPHS/WASC	2015
7.07	Gisbum H.	The Post in Sierra Leone	Philatelic Mag.	1949
7.08	HMSO	Colonial Report for Sierra Leone 1951	HMSO	1951
7.08	HMSO	Colonial Report for Sierra Leone 1954	HMSO	1954
7.08	HMSO	Colonial Report for Sierra Leone 1955	HMSO	1951
7.11	Kidd C.	The Travelling Post Offices of Sierra Leone	TPO & Seapost Se	1965
7.11	Kup P.	History of Sierra Leone 1410-1787	Cambridge UP	1961
7.12	Lowe R.	1884 5/- on one shilling green	Philatelist	1971
7.13	McCaig & Macmillan	Notes on First Sixpence	WASC	Mar-70
7.13	McCaig & Macmillan	Sierra Leone First Sixpence	Stamp Collecting	1975
7.13	McCaig C.	Handstruck Stamps and Postmarks	WASC	Jul-67

7.13	McCaig C.	'Notes on the 1876-77 Issue	WASC	Apr-67
7.13	McCaig C.	Patrol Post Cancellations	WASC	May-58
7.13	McCaig C.	The Travelling Post Offices (ex London Philatelist)	RPSL	Jan-76
7.16	P & T Dept	Post Office and Agencies Report for 1962-63	WASC	Aug-66
7.16	Pemberton P.L.	'Varieties unchronicled, uncatalogued or generally unknown	Philatelic Journal	1942
7.16	Perrazzo Dr. G	Sierra Leone 1893: a questionable variety		
7.16	Poole B.W.H.	Sierra Leone	WEP	1911
7.16	Poole B. W.H.	Sierra Leone: a long-lived design for the first stamp	Stamp Magazine	1951
7.16	Proud E.B.	Postal History of Sierra Leone	Proud Bailley	1994
7.23	Walton F.L.	Sierra Leone Registration	WASC	1994
7.23	Walton F.L.	The Postmarks of Sierra Leone 1854-1961	WASC	1991
7.23	Walton F.L.	KG VI Definitives	WASC	2000
7.23	Walton F.L.	2 1/2d on 2/- (2 editions)	WASC	2011/15
7.23	Walton & Quirk	Sierra Leone Registration	WASC	2010
7.23	Welch Father F.	My Designs for the Sierra Leone Centenary Stamps	Stamp Collecting	1934
7.27		Sierra Leone's Scenic Stamps	Stamp Collecting	1933
7.27		Britain's ex-slave colony	Stamp Magazine	1941
7.27		Dumping Ground for Freed Slaves	Philatelic Mag.	1949
7.28		'Danson' sale catalogue		1971
7.28		'Columbus' Sale Catalogue	Stanley Gibbons	Oct-94
7.28		London Stamp Exchange Auction		1998
7.28		'Stanley Gibbons' Sale Catalogue	Stanley Gibbons	May-89
7.30		Postage Rates from GB to West Africa in 1855	S. Australia Gazte	Mar 1855
7.30		Sierra Leone Royal Gazettes, extracts 1901-17	Govt. Printer	1901-17
7.30		Extracts incl. Wilberforce issue etc.	LP	1962-87
7.30		1946 Sierra Leone Victory Issue	GVI Society	2002
7.30		SALPOST rates sheet 10/1999	Salpost	1999
	Togo			
8.04	Dalwick R.E.R.	Togo and its Occupation Stamps	Stamp Collecting	1915
8.04	Duggan P.	Togo Overprints on stamps of the Gold Coast	WASC	2005
8.04	Duggan P.	Photocopies display to RPSL in 2005		2005
8.06	Friedeman A.	Stamps & Cancels of German POs – Togo (translated)		1983
8.07	Greenwood C.H.	Stamps of the British and French Occupations	WEP	1916
8.08	HMSO	Colonial Report on Togoland		1921
8.08	HMSO	Togoland under British Mandate		1934
8.08	HMSO	Colonial Report on Togoland		1948
8.13	Marriott J.S.	Togo Under British Trusteeship : Postal History notes 1947-55	WASC	1956
8.13	Martin & Walton	Togo : The Postal History of the Anglo-French Occupation 1914-22	WASC	1995
8.13	Martin J.J.	The Postal History of Togo 1914-22 : The British Occupation	WASC	1974
8.13	Martin J.J.	The Anglo-French Occupation of Togo 1914-22	Stamp Collecting	1975
8.18	Reiner G.	Togo Yacht Stamp Overprints	GCCG USA	1982
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