

CAMEO



The Journal of the West Africa Study Circle

Perforated SPECIMEN in a half oval, type B9



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WHOLE NUMBER 105

OCTOBER 2018



Royal Collection Trust
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Photographer: Ian Jones



The Golden Colour Error
3 Skilling Banco Yellow



H.M. King Carl XVI Gustaf of Sweden
Photographer: Anna-Lena Ahlström, royalcourt.se

WELCOME TO STOCKHOLMIA 2019

The International Celebration of the 150th Anniversary of The Royal Philatelic Society London

- The Royal Philatelic Society London, the oldest philatelic society in the world, was established in 1869 as The Philatelic Society, London. In 1896 HRH The Duke of York, son of King Edward VII, became President of the Society, an office he continued to hold until his accession to the throne as HM King George V in 1910. Permission to use the prefix Royal was granted by His Majesty King Edward VII in 1906. Following his accession King George V acted as its Patron, and in 1924 granted the Society permission to use the Royal Arms on its stationery and publications. The Royal philatelic tradition has been maintained and today the Society is honoured by the Patronage of Her Majesty The Queen. At STOCKHOLMIA 2019, a selection from The Royal Philatelic Collection, will be presented as part of Court of Honour.
- STOCKHOLMIA 2019 is an International Philatelic Exhibition with exhibits and displays from members of the Society from all over the world.
- With capacity of 2,100 frames, the exhibition is the largest Society exhibition ever held. In addition, more than 50 Trade Stand Holders, from 13 different countries are participating.
- His Majesty King Carl XVI Gustaf of Sweden has graciously agreed to be Patron of STOCKHOLMIA 2019 when it takes place at Stockholm Waterfront Congress Centre, Nils Ericsons Plan 4, Stockholm.
- One of the world's most famous postage stamps, The Golden Colour Error, 3 Skilling Banco Yellow, will be presented as part of the exhibition's Court of Honour.
- Tickets and all other registrations and bookings, including accommodation offers, are here-with presented in this Destination Offer.
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Wednesday	29 May 2019	10.00 am. – 6.00 pm.
Thursday	30 May 2019	10.00 am. – 6.00 pm.
Friday	31 May 2019	10.00 am. – 6.00 pm.
Saturday	1 June 2019	10.00 am. – 5.00 pm.
Sunday	2 June 2019	10.00 am. – 3.00 pm.

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West Africa Study Circle

President: Peter Richards

Joint CAMEO Editors

Barry Burns
20 Tanton Rd., Stokesley
MIDDLESBROUGH TS9 5HP
☎ 01642 710636
barry.burns1@hotmail.co.uk

Robert May
Longdown Farm Cottage, Cadsden
PRINCES RISBOROUGH
HP27 0NB, UK
☎ 01844 344336
robert.may@cantab.net

Hon. Secretary

Philip Quirk
157 Balden Rd., Harborne
BIRMINGHAM B32 2EL, UK
☎ 0121 428 4656
philip.quirk@btopenworld.com

Hon. Treasurer

20 Hazel End
SWANLEY, Kent BR8 8NU, UK
treasurer@wasc.org.uk
harrisgray@gmail.com
PayPal: treasurer@wasc.org.uk

Hon. Membership Secretary

John Hossack, 28 Saxons Close,
LEIGHTON BUZZARD LU7 3LT
☎ 01525 384417
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CANADA
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Web manager

Ray Harris
webmanager@wasc.org.uk

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

Contents

Editor's notes		125
Letters to the Editor:		
Priddy, Quirk, Moss		126
Unrecorded Zungeru (Nigeria) Parcel Cancel	John Cooper	128
Sources		
Dakar to Tombouctou, French Soudan	Peter Kelly	129
Articles of Interest in Other Publications		129
Gold Coast - Belgium Censored in Egypt 1939	Jeremy Martin	129
Gold Coast 'Detained in France during WWII'	Jeremy Martin	130
Ghana Airways and Post; Cards from Spain	Marc Parren	131
Cameroun - Plating Issue 4d on 15f, Pl. A	Marty Bratzel	134
Biafra, Second Anniv. of Independence, Part II	Massimo Galvani	142
Nigerian Aerogramme Errors c.1958	Ray Harris	145
Sierra L. Diamonds; A Double Role Played	Marc Parren	146
The Lagos Postal Depart. Reorganisation 1901-2	Simon Heap	147
GB Post Office Wrapper to Porto Novo, Benin	John Courtis	152
Graham Greene & the Author - the 'African Bug'	Kevin Lowther	155
Inland AR Form Forwarded to the Gold Coast	John Powell	160
BWA and French Air Mail Services Pt I Stage I	Barbara Priddy	162
St Helena Censor 'W.M.'	Wilf Vevers	170
Air Mail Services to the Gold Coast prior to 1936	John Rawlins	171
A Tristan Snippet: Mail from Kirkwall in 1916	David Kindley	172
Return to Tristan in 1963 on RMS <i>Amazon</i>	Richard Moss	172
Location of PO at Zungeru, N. Nigeria 1902-17	Simon Heap	174
St Helena 1934 Cent. Issue; Stocks and Sales	Mabbett & Burns	176
Ascension Wreck Cover	Jeremy Martin	180
Stefan Heijtz Coll. of St Helena P.H. Part II	Burns & Mabbett	180

Front Cover

**The St Helena 1934 Centenary of
British Colonisation set**

**Check out the Stocks at St Helena,
Sales and Numbers Destroyed**

See Pages 176 - 179

Editor's Notes

The June edition has been praised by several members (and others) for the well constructed and detailed articles, including Thomas Lindekens' copiously illustrated work on the Belgian Congo Expeditionary Force in Nigeria - my thanks to Rob for bringing this to our attention. This is indeed a hard act to follow, but I hope most of you will find something here to either entertain or educate you.

Early next year Bernard Mabbett and I are returning to St Helena for a six week 'working holiday'. Our main task is to re-write the collection of stamps and other philatelic items which the St Helena Government had previously kept in The Castle at Jamestown. Unfortunately the albums and storage conditions were not really suitable for such delicate and valuable artefacts and damage e.g. foxing has already occurred to some items. The collection will in future be housed in the Museum of St Helena and Heritage Centre under carefully controlled conditions of temperature and humidity. We are both looking forward to trying the new air service although will miss the comfort and amenities on the RMS.

Can I please encourage you to send any articles for the next edition as soon as you are able, preferably before Christmas as there will be some disruption to our usual procedure. I am prepared to deal with any submissions before then but Rob will be editing the January issue as usual.

 Barry Burns

The next issue will be edited by Rob, datelined January 2019, and the copy deadline is 31 December

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

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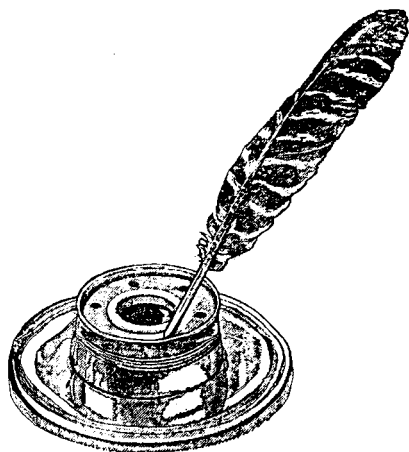
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Letters to the Editor

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



Sierra Leone to England 1935

Dear Barry,
The cover illustrated in Jeremy Martin's article 'Sierra Leone to England by French Air Service 1935' (*Cameo* 104 p101) is a very nice cover, and the analysis of the rate is perfectly correct, but it didn't go to Dakar, and it didn't go by French Air Service. There are two clues on the cover itself: the air mail etiquette says 'Bathurst-Stuttgart', not 'Toulouse-Dakar', and the cachet is the beautiful Gambian illustrated 'Air Mail Gambia-England' which was applied to all mail carried from Bathurst by Deutsche Lufthansa from 1934 to 1936.

The relevant Sierra Leone notice of the air mail rates was promulgated in the Post Office Rules of 28 November 1935, published in the *Gazette* of 5 December 1935, and refers to air mail via Bathurst, not Dakar. It also says that the mails closed at Bathurst at 15.30 on Saturdays, and that mail was forwarded from Freetown to Bathurst by sea as opportunity offered. This cover, cancelled at Freetown Monday 30 December 1935, would with any luck have made it to Bathurst in time to be included in the mail of Saturday 4 January 1936.

According to Graue and Duggan's *Deutsche Lufthansa South Atlantic Airmail Service 1934-1939*, it would then have joined Flight L128, which arrived by Dornier Wal at Bathurst with the South American mails at 22.37 on 4 January. These were transferred, along with the Bathurst mails, to Junkers-52, and arrived at Stuttgart at 13.20 on 6 January. From here the cover, together with the other mail for the UK, would have gone to Berlin and joined the Berlin-London air mail service.

Barbara Priddy
London SW19



S.L. KEVII Stamps; Multiple Crown Wmk.

Hi Barry,
In response to Frank Walton's request in *Cameo* 104 p70 regarding the 1904/1905 use of the Sierra Leone KEVII definitives with Multiple Crown CA watermark, I can report one item: the ½d with Freetown postmark dated 4 November 1905.

Philip Quirk
Birmingham, U



'Skeleton Coast Security' in West Africa

Hello Rob/Barry,
I have read the above article (*Cameo* 104 pp72-83 with interest. On page 82 there is a reference to Oxendale & Co Ltd covering their tracks by obliterating their name by sticky tape. From 1970 to 1973 I worked as Company Accountant for their owners and visited them monthly. As a collector I took an interest in their covers and found out where they sent them. This just happened to be the stamp shop in Manchester which I visited every week from 1960 to 1970.

During that period, even as a favoured regular customer, I was never offered covers - all I saw were the remains of the covers, used stamps in counter books. There was no hint of where they came from as the dealer wished to protect his source and Oxendales wished to be protected from being pestered by collectors. I believe some covers may have been handed out and have just one from that period in my collection. That is why the name and address, on the few covers he sold, was obliterated by the dealer - some more effectively than others. This was nothing whatsoever to do with 'The Secret Service'. I can also say, from memory, that money received for them in the late 60s & early 70s would have been well under £100 p.a. (cont.)

Access to the internet?

Then visit the West Africa Study Circle Web Site at: <http://www.wasc.org.uk>
Webmaster is Ray Harris - contact: harris6gray@gmail.com

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

I cannot speak for other organisations but if Oxendales and other bulk mail recipients had just destroyed their covers where would we be in terms of recording postmarks and markings from overseas rural areas?

The standard guide to Zambian postmarks was re-written in 1973, mainly with their mail supplied to the author directly through me. I can assure all members that Oxendale covers were commercial and that they were trading at that time. I have the 1972-1973 catalogue together with the covers shown on its front page.

Finally, in 1972 and 1973 I had access to their mail and acquired a lot from the Atlantic Islands. There was no way I was going to see these turned into used singles in a book. I did little with it for 30 years but in 2003 made a display of these covers, helped by WASC members. As a direct result I joined the Study Circle and have since visited all the British South Atlantic Territories.

So, you can see that I have many good reasons to put the record straight about the activities of this company, still trading in 2018, and with the same owners as in 1970.

Richard Moss
Holbeach, Lincs

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

- | | |
|--------------------------|-----------------|
| • Air Mails | Barbara Priddy |
| • Ascension | Bernard Hughes |
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| • Gambia | John Russell |
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Unrecorded Zungeru (Nigeria) Parcel Cancel

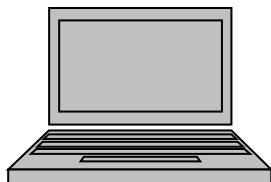
John Cooper

This Nigerian 1935 Silver Jubilee 1s stamp has been cancelled with a Zungeru parcel cancellation.

This has not been recorded in the Ted Proud or Neville Jones books, nor the Neville Jones or Stephenson postmark collections.

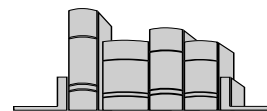
With thanks to Tony Plumb for checking through his records - Barry



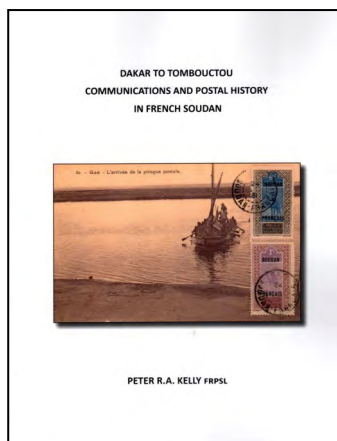


Sources

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Dakar to Tombouctou - Communications and Postal History in French Soudan, Peter R.A. Kelly FRPSL

Available from P.R.A. Kelly (email peterkelly35@btinternet.com), A4, 96pp, full colour, £14 or 16€ plus postage & packing £4 UK. For other locations or payment methods, please contact author.

Although not a WASC publication, this new study is from a long standing member of the Circle, whose knowledge and research of 'French West Africa' is unsurpassed.

A full review will be published in the January 2019 *Cameo*.



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 PS, Volume 68, No. 1, April 2018
pp29-33, *Digging for Dogba*, by Simon Binstead

Volume 68, No. 2, August 2018
pp78-79, *Cameroun – Bui Poste Automobile Rurale postmark and Mitterand Error* by Marty Bratzel
pp80-81, *Dogba Revisited* by Ed Grabowski

Civil Censorship Study Group Bulletin, nothing of relevance to West Africa

Air Mail News, Volume 60, No. 240, February 2018
pp30-40, *The Puzzling World of Air Parcel Cards* by Richard Saundry. An obscure part of the UPU postal system which features in small quantities in West Africa
pp40-43, *The Horseshoe Route from the United Kingdom: October 1941 - January 1942* by Robert Clark.



Gold Coast - Belgium Censored in Egypt 1939

Jeremy Martin FRPSL

This cover date-stamped at Accra on 21 November 1939 puzzled me because of the double ring cachet 'POSTAL/PASSED/BY CENSOR/No. 18/CENSORSHIP' (Figure 1, next page). I purchased it in August 2018 at the Prague International.



Figure 1 Accra to Antwerp, Censored in Cairo

I discussed this with Graham Mark, Hon. Treasurer of the Civil Censorship Study Group. He advised that the cachet, few recorded, was applied in Cairo.

There are no arrival backstamps. Having already been censored in the Gold Coast, it seems a little strange that it was then censored again in Egypt.



Gold Coast - 'Detained in France during German Occupation'

Jeremy Martin FRPSL

This cover illustrated (Figure 1, next page) was postmarked at Basel, Switzerland on 6 May 1940 (*an interesting anniversary date - Ed!*) and addressed to Accra.

Germany invaded France on 10 May 1940. This cover reached Paris where it remained until the end of the war, hidden by French Post Office workers.

Subsequently, in London, the violet cachet 'DETAINED IN FRANCE/DURING GERMAN/OCCUPATION.' was applied. In Accra, the cover received an oval firm's cachet of the Swiss African Trading Co. Ltd. dated 17 November 1945, 5½ years later.

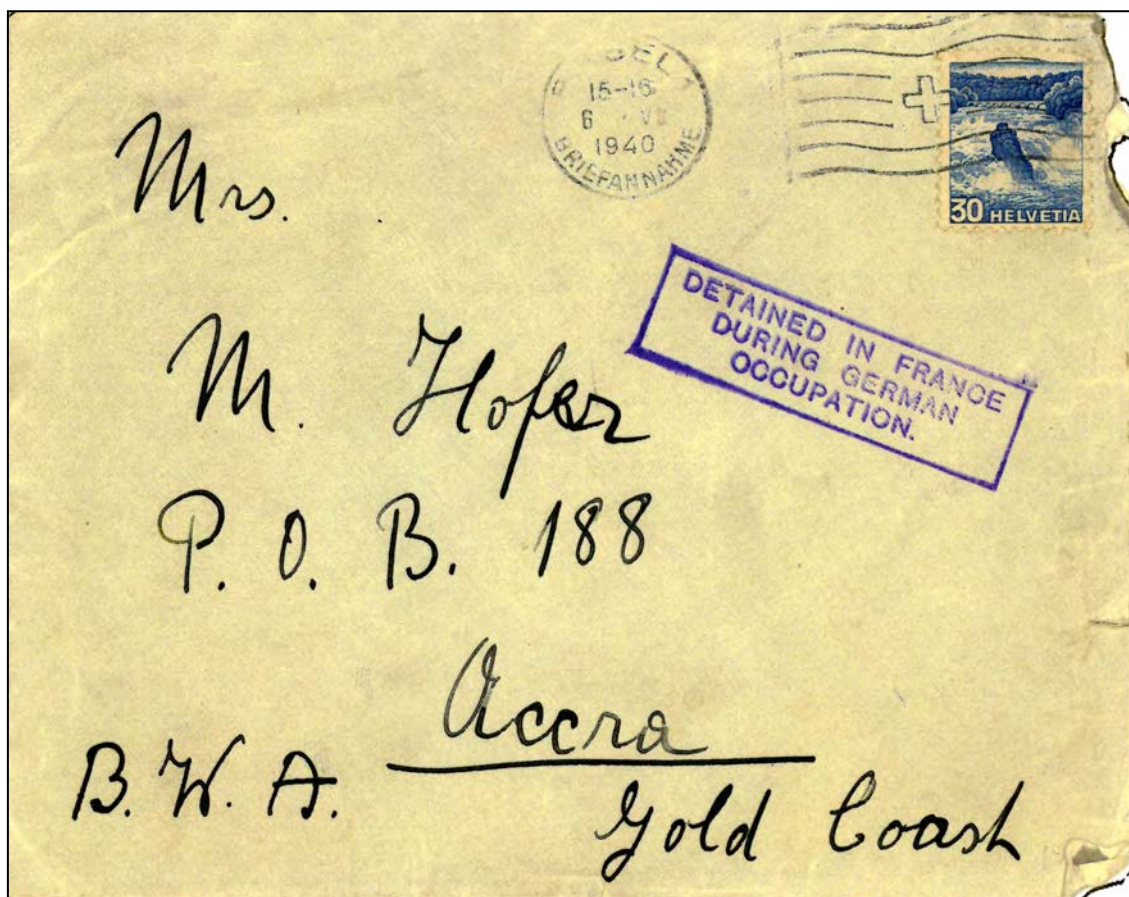


Figure 1 Cover from Switzerland detained at Paris until the end of WWII



Ghana Airways and Ghana Post chasing Holidaymakers Viewcards in Spain during early 2000s

Marc Parren

With the 1992 Ghana Airways aerogramme, Jeremy Martin showed the Las Palmas, Gran Canaria route that it served at the time (Ref. 1). Ghana Airways was founded on 4 July 1958 by the government of Ghana and was liquidated in June 2005 after being unable to keep up with its debt repayments. The years before it folded Ghana Airways in collaboration with Ghana Post made some additional money by transporting viewcards posted by holidaymakers at the Canary Islands as well as mainland Spain during at least the years 2001 - 2003.

I can show on the following two pages some viewcards that holidaymakers posted at special boxes in hotels that were operated by TNT (Figures 1 to 6). TNT operated the Dutch national postal service under the name TNT Post since 1998 after a friendly takeover of TNT (Thomas Nationwide Transport, an Australian company originally) two years previously.

The viewcards show that TNT came to an agreement with Ghana Airways and Ghana Post to transport them from Las Palmas, Gran Canaria with their DC-9 to Kotoka Airport where they were next handled by Ghana Post and transported to the Netherlands. At the time they code shared with KLM to Amsterdam and they had flights to Düsseldorf on Tuesday, Wednesday and Friday with a DC-10 that served Rome on their way back. The Ghana Airways first flight to Amsterdam took place on 10 April and the return flight on 12 April 1983, a week later than foreseen. So, these viewcards were most likely transported by KLM from Accra to Amsterdam or otherwise by Ghana Airways to Düsseldorf located close to the border with the Netherlands.

Note: All illustrations shown at 80% - Ed.



Figure 1

Viewcard of Fuerteventura, Canaria franked with a TNT prepaid ticket Spain 2001 with a 20 NOV 2001 KIA PREPAID (Kotoka International Airport) postmark to the Netherlands

Figure 2

Viewcard of the Costa Brava, mainland Spain with a SPAIN TNT Paid Premium oval handstamp with a 18 08 2001 Kotoka Airport Mails 6 postmark to the Netherlands



Figure 3

Viewcard of Fuerteventura, Canaria franked with a TNT postcards prepaid ticket Spain with a 22 SEP 2002 KIA MAILS (Kotoka International Airport) postmark to the Netherlands

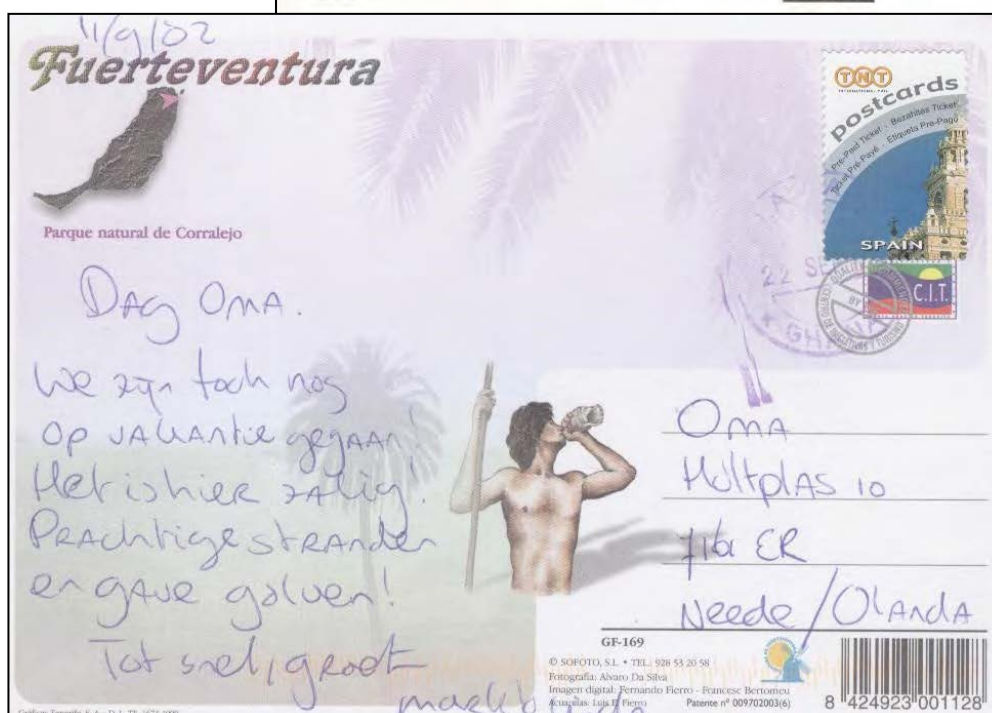


Figure 4

**Viewcard of Tenerife, Canaria
franked with a TNT postcards
prepaid ticket Spain with an
unreadable KIA MAILS
(Kotoka International Airport)
postmark to the Netherlands
but should be December 2003,
as derived from the Dutch best
wishes for 2004**

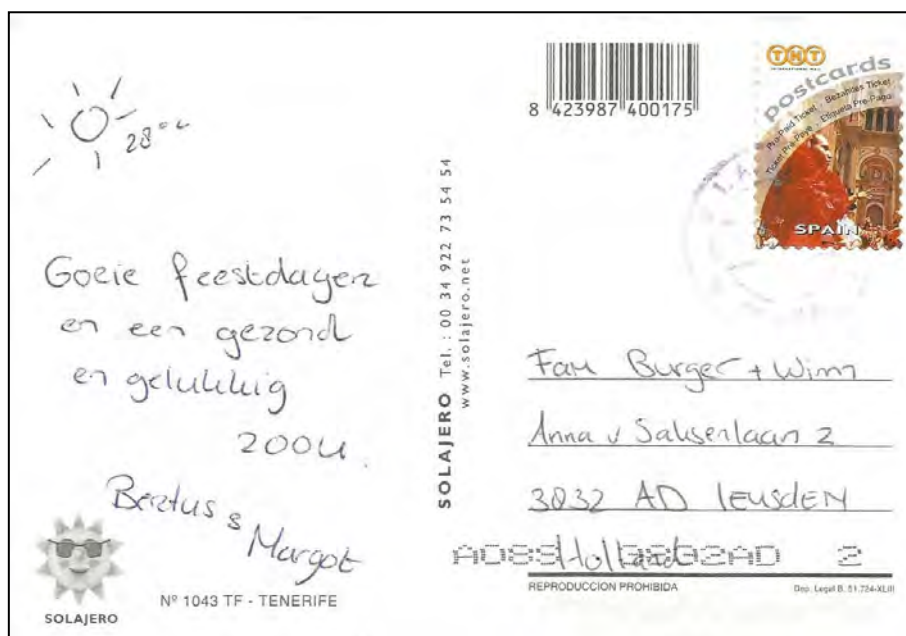


Figure 5

**First flight cover
Ghana Airways
Accra – Amsterdam
scheduled for 3 April
1983 that actually took
place on 10 April 1983
as indicated by the
Accra North postmark
which served as sorting
office at the time**

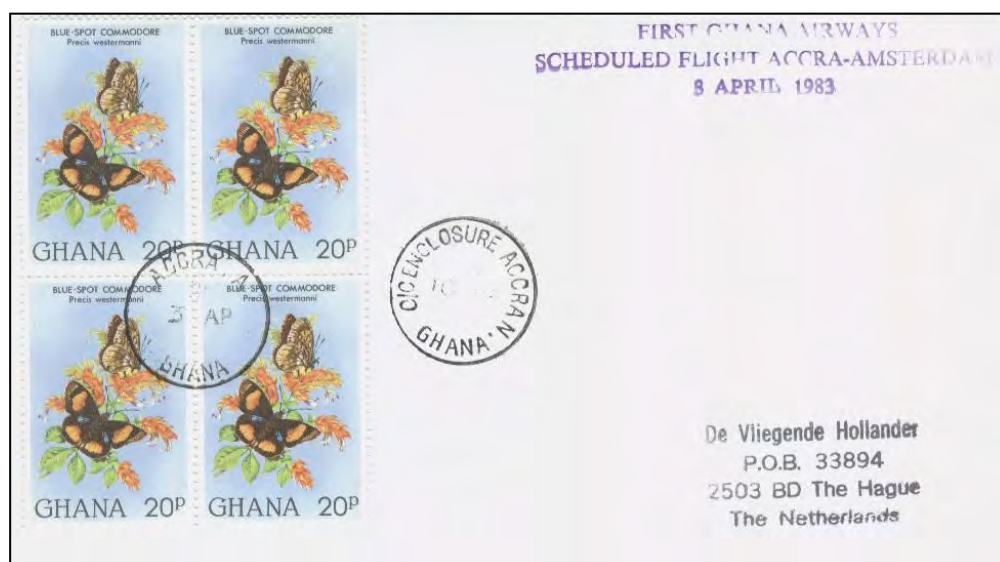


Figure 6

**First flight cover
Ghana Airways
Amsterdam – Accra
scheduled for 5 April 1983
that actually took place on
12 April 1983**



Reference

- 1 Martin Jeremy, "Ghana Airways 1992", *Cameo* Vol. 19 No. 2 pp110-111, June 2018

Cameroun - Plating the Sterling Issue of 1961: The 4d on 15 f Stamp - Plate A

Marty Bratzel

Introduction

This article is the thirteenth in a series dedicated to the study and characterisation of Cameroun's 1961 sterling stamp issue. The first article was published in *Cameo* in 2004 (Ref. 1) and the most recent in 2014 (Ref. 2). Two other articles have considered the dates of issue (Ref. 3) and the numbers printed (Ref. 4).

On 1 October 1961, Cameroun introduced 12 then-current postage stamps revalued with sterling currency, ½d through £1, for use in West Cameroon. These overprinted stamps remained in use until May 1962, when the currency conversion was completed and stamps in CFA francs were introduced.

There were two printings for three of the stamps and three printings for two others. These can be distinguished by the size of the numerals and/or the relative placement of the overprint components. In toto, 19 face-different stamps were released.

Since each overprint plate was prepared from loose type, the characteristics of the type, primarily the obliterating bars placed over the old value, allow the position of each stamp in each sheet to be plated.

The characterisation and plating for all of the stamps has been completed except for the 4d on 15-franc stamps. For this stamp, two plates were prepared to overprint the stamps. The overprints from the two plates are essentially identical but, upon close examination, there are clear differences in the characteristics and the relative alignment of the bars.

The Stamp

The unoverprinted 15-franc definitive stamp, depicting the coffee plant, was issued in 1956. The stamp is engraved and printed in bright red. A full sheet consists of 50 stamps, arranged in 10 rows of 5 stamps and is perf. 13. The stamp was initially overprinted in September 1961 (Ref. 3) and officially placed on sale in West Cameroun on 1 October 1961.

Examination of the Overprint

No overprint proofs are known to have been prepared for this stamp.

The black overprint ink adhered reasonably well to the engraved stamp and is generally well positioned on the stamps. The exceptional clarity and contrast on the red stamp facilitated plating.

Initially, the plating of this stamp appeared to be straightforward. The Carter accumulation (Ref. 5) contains numerous used singles and multiples. In addition, a number of mint multiples, some with marginal selvage, were available. Quickly, it was possible to assign stamps to all 50 positions in the sheet. But then WAWA – a gremlin appeared – West Africa Wins Again.

Rob May loaned me a block of ten stamps from the top two rows of the sheet, and the characteristics and the relative alignment of the bars did NOT match stamps clearly assigned to those same positions. Upon further examination, the only conclusion was that two overprint plates existed!

Were the two overprint plates used simultaneously or did one precede the other? A number of colleagues kindly provided high-quality scans of plateable 4d on 15-franc stamps on first day covers, confirming that stamps from one of the overprint plates were available on the date of issue, 1 October 1961.

That plate, named Plate A, is the subject of this article. Used examples are recorded as late as 18 April 1962.

The other plate was named Plate B. The dates of postmarks on used stamps from this plate were compiled, with the conclusion that it was prepared some time later. Details of that determination will be discussed in the next article in this series.

Mint singles and blocks of four of stamps from both plates are relatively easy to find in the marketplace, but larger multiples are scarce. Eventually two mint half sheets of Plate B, covering all 50 positions, were located. As a result, the stamps from each position in Plate B were characterised.

After diligent searching and some luck, sufficient multiples and marginal copies of stamps from Plate A were located to reconstruct and unequivocally characterise 48 of the 50 positions in that plate. Individual stamps for the remaining two positions have been tentatively identified but await definitive confirmation.

We can conclude that Plate A and Plate B were each set up to overprint a full sheet of 50 stamps. Among hundreds of stamps available for study, there are none that cannot be assigned to a position in either plate.

Stamps from both Plates A and B were available at post offices in West Cameroun – both are found in quantity commercially used in the Carter accumulation – and the philatelic bureau in Paris. There are some multiples in the Carter accumulation; as supplies of other values in the series dwindled, multiples of the 4d stamp – from both plates – were necessary to meet the required postage on letters and heavier envelopes.

There may be more large mint multiples of stamps from Plate B than from Plate A; by the time that the Plate B stamps became available in Paris, most of the collector demand had likely been met with stamps from Plate A. By the time sales ended, most of the surplus stock probably consisted of stamps from Plate B, hence the survival of more large multiples from that plate.

Examination and Characterisation of the Plate A Overprint

The overprinted stamp is depicted in Figure 1, along with key measurements.



* Except 2 at Position 38

Figure 1

Measurements for the 4d on
15-franc Plate A stamp

Overall, there are no significant differences in the positioning of the various components of the overprint, except at Position 38 – the vertical distance between the 4d and FEDERALE is only ~2 mm, whereas for all other positions the distance is ~3-3 1/4 mm (Figure 2).

Figure 2

Plate A, Positions 38 and 39
At Position 38 the distance between the
4d and FEDERALE is only ~2mm
For all other positions in the sheet
the distance is ~3-3 1/4 mm



Another distinguishing characteristic for Plate A is that the overprint is angled upward from right to left. The components of the overprint plate are consistently misaligned across each row, more so for some rows than others, and particularly for the fourth and fifth columns on the sheet. See, for example, the stamps for Positions 41 - 45 (Figure 3).



Figure 3 Alignment across the row, Positions 41-45

As for the other stamps in this series, the characteristics of the overprint bars, coupled with their positions relative to each other, allow straightforward plating for most of the 50 positions in the sheet.

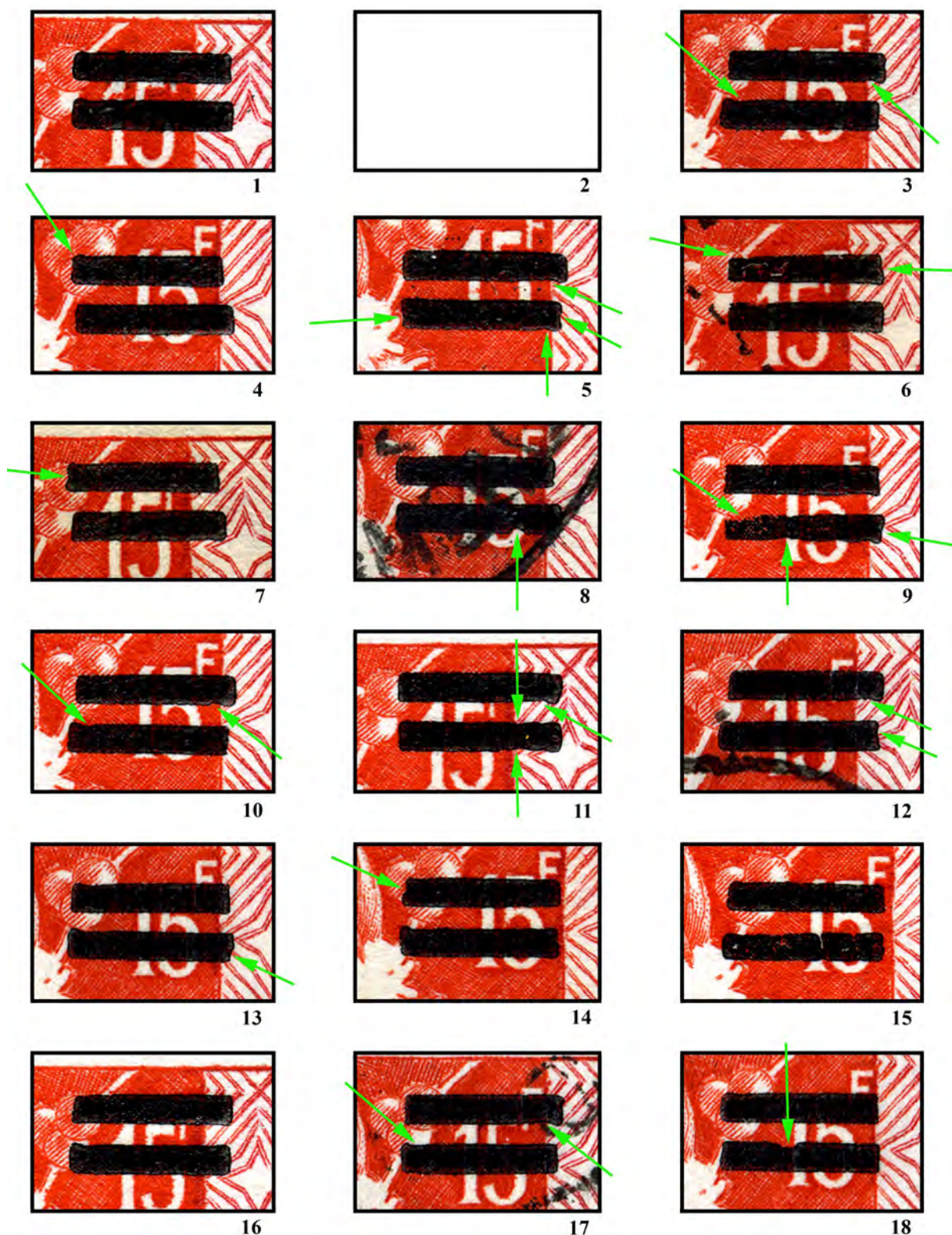


Figure 4A Bars for Positions 1-18; Position 2 has been tentatively identified but is omitted here

Macro characteristics can be easily seen with an ordinary magnifying glass, and micro characteristics under 30x magnification. The bars for 48 of the 50 positions are shown in Figure 4A to 4C. (The two positions for which characterisation is as yet only tentative have been excluded.)

To help the reader who wishes to plate his/her stamps, many of the positions are annotated to point out distinguishing characteristics. For those positions that are not annotated, differences in ink adherence notwithstanding, careful consideration of the relative bar alignments and the more subtle shapes of the bars – e.g. squared, rounded or tapered ends – should allow their plating as well.

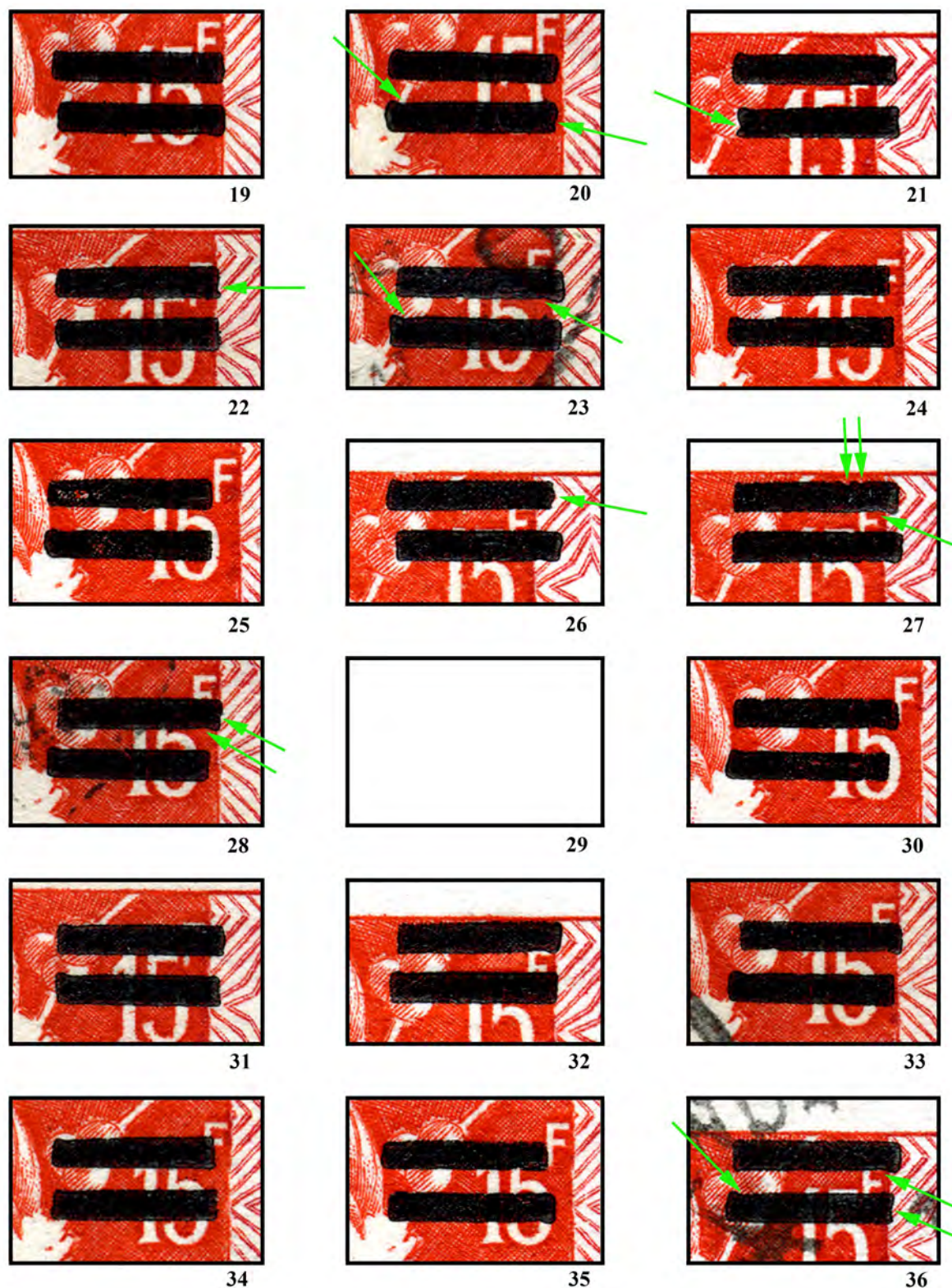


Figure 4B

Bars for Positions 19-36; 29 has been tentatively identified but, until confirmed, is omitted here

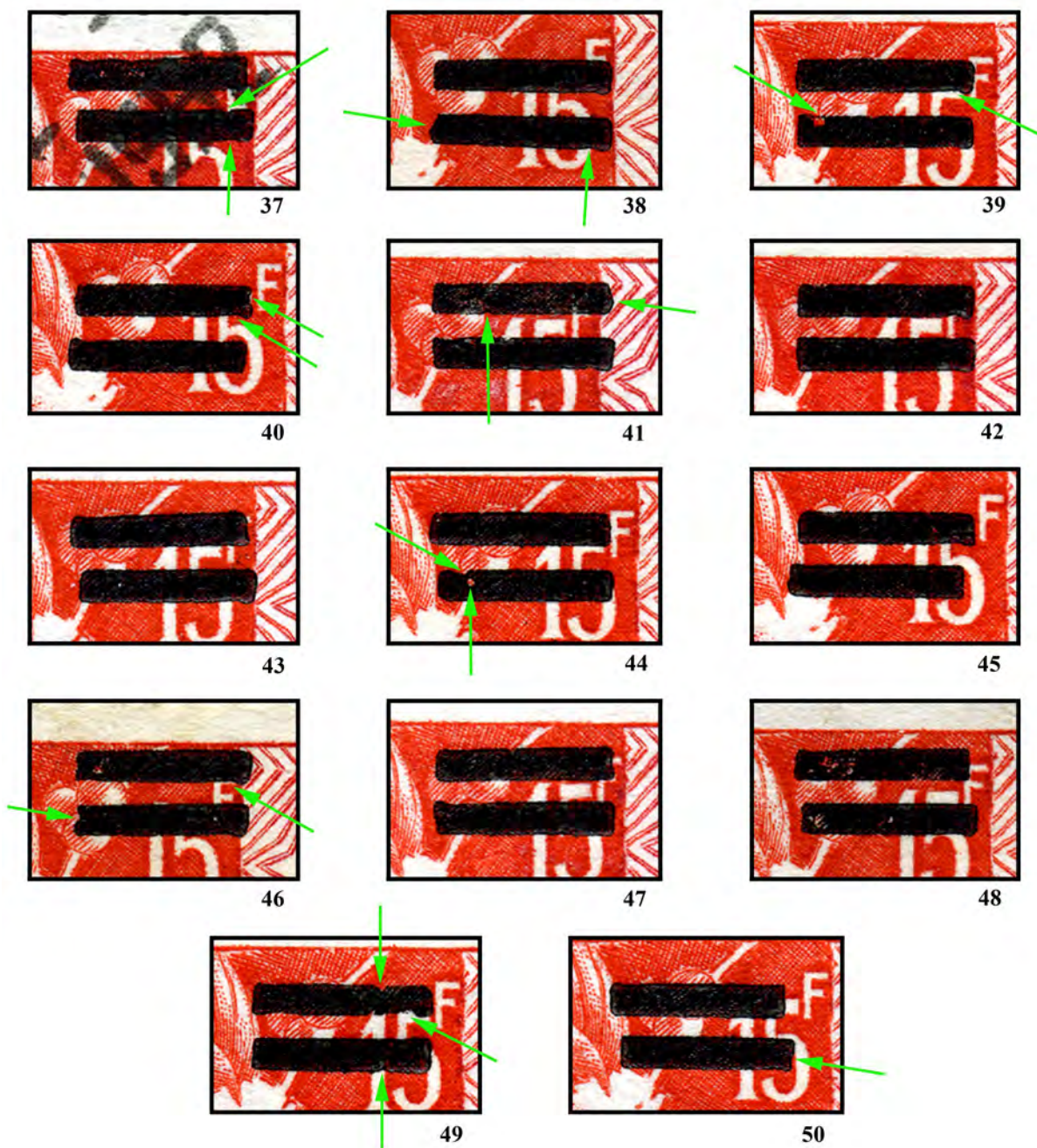


Figure 4C Bars for Positions 37-50

At many positions, a number of the letters in REPUBLIQUE FEDERALE appear to be broken, but these do not appear on every copy of stamps from a particular position. Rather, the 'broken' letters are artifacts arising from incomplete adherence of the overprint ink to the stamp.

The only confirmed broken letters are found at Position 16 – the A of FEDERALE has a small nick – and at Position 42 – on the last E of FEDERALE, the top corner of the upper arm is nicked off (Figure 5). There may be one or two more but, if so, they are even more minuscule.



Figure 5 Broken letters at Positions 16 and 42



Figure 6 Comparison of the 4s

The appearance of the '4' is variable, ranging from completely normal to an attached bulb or blob on the nose, to the bulb or blob partially or completely detached (Figure 6). Damage to some of the 4s may be real but the appearance may also be, in part, an artifact related to ink application and adherence to the stamp. Inconsistencies can sometimes be seen in the appearance of the 4 on multiple copies of stamps from the same position in the sheet. The condition of the 4s is not considered further.

One further observation is that there are often traces of thin vertical lines between some of the letters of REPUBLIQUE FEDERALE (see Figure 5).

Comparison of Plate A Overprint with other Stamps in the Series

For several other stamps in this series, an overprint plate – suitably adjusted – was used to prepare two or more different denominations of stamps. Since no proof is known to have been prepared for the 4d overprint, it is logical to hypothesise that the 4d overprint plate was prepared from components of an already existing plate.

A proof exists for the ½d overprint and, since the ½d, 1d and 2d overprints were applied to sheets of 50 stamps, it is logical to consider that that plate was further modified to prepare the 4d overprint, also for sheets of 50 stamps, albeit that the latter stamp was in a horizontal rather than a vertical format and REPUBLIQUE FEDERALE was one line on the 4d stamp but two lines on the ½d, 1d and 2d stamps. Since a full sheet of a reasonably well inked and clear overprint was available for the 2d on 10-franc stamp, that sheet was used to compare the bars on the 4d Plate A stamps. The characteristics of the bars were examined using a 30x magnifier.

Indeed, there is a correlation, reinforced through examination of multiple copies of stamps from various positions in the 2d and the 4d sheets. The bars used for the overprint plate for the first three stamps were subsequently transferred or rearranged for the 4d overprint plate. The transference was according to the scheme in Tables 1 and 2.

Table 1. Bar Positions for the 2d on 10-franc Overprint

1	2	3	4	5	6	7	8	9	10
11	12	13	14	15	16	17	18	19	20
21	22	23	24	25	26	27	28	29	30
31	32	33	34	35	36	37	38	39	40
41	42	43	44	45	46	47	48	49	50

The two positions in the 4d overprint that have not been confirmed are denoted with the bar position number in <>. Also one pair of bars was inverted during the rearrangement. For the most part, the relative position of the bars in each pair was maintained during the rearrangement but, in a few cases, there was some discernible shifting.

Table 2. Bar Repositions for the 4d on 15-franc Overprint

1	41	<31>	21	11	10	5
6	42	32	22	12	9	10
11	43	33	23	13	8	15
16	44	34	24	14	7	20
21	45	35	25	15	6	25
26	46	36	26 Bar pair inverted	<16>	5	30
31	47	37	27	17	4	35
36	48	38	28	18	3	40
41	49	39	29	19	2	45
46	50	40	30	20	1	50

<> – presumably

By way of example, the bars for six selected positions in the 2d overprint plate arrangement are depicted in Figure 7, noting which positions the bars were transferred to in the 4d arrangement. Compare the specific characteristics of these bars with the characteristics for the corresponding positions depicted in Figure 4 for the 4d arrangement.

The major identifying characteristics clearly confirm the rearrangement. Apparent minor differences are due, for example, to variations in ink adherence for the overprints on both denominations. As noted, multiple copies of stamps from given positions for both denominations were examined.

Since the bars were transferred, one can presume that each ‘d’ for the denomination was also transferred. There is no way to confirm this presumption, as there are no differences among the ‘d’s for the 2d and 4d overprints. The 4s are, of course, new.

REPUBLIQUE and FEDERALE were likely not transferred, as the length of FEDERALE would have required adjustment from ~17¼ mm on the ½d, 1d and 2d stamps to ~13½ mm on the 4d stamp and the words transformed from two lines of text to one.

The use of some of the blocks of REPUBLIQUE FEDERALE text from the 2d overprint plate to prepare the £1 Type 1 overprint plate cannot be ruled out – the sizes are about the same. If anyone wants to pursue this hypothesis, consider the characteristics of the type in the £1 Type 1 plate as presented and discussed in Ref. 6.

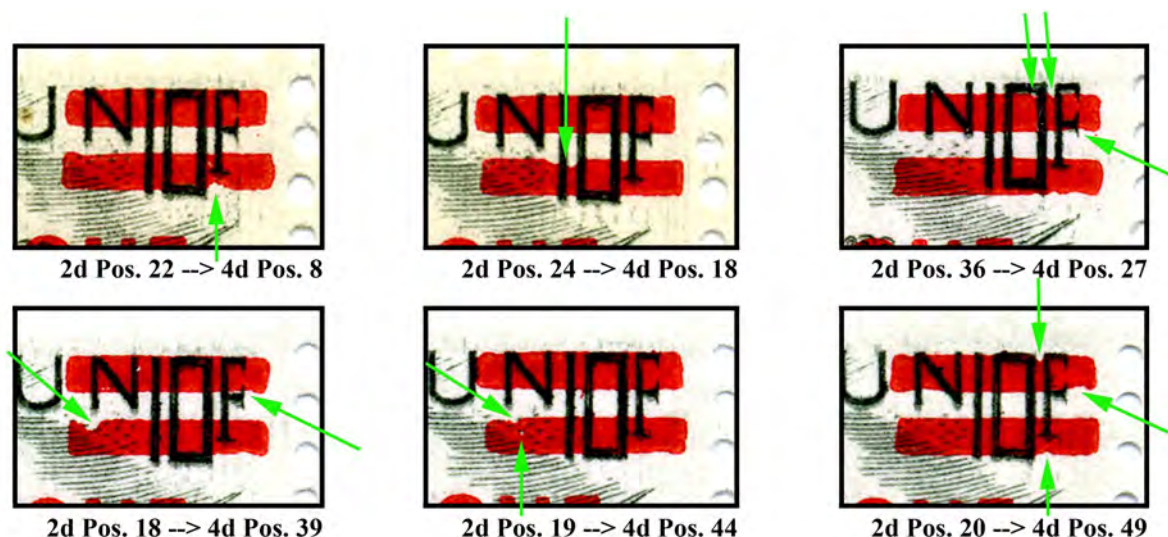


Figure 7
Rearrangement of the bars for six selected positions from the 2d overprint plate to the 4d plate.

Conclusions

The 4d on 15-franc Plate A stamps were available at postal counters in West Cameroun on 1 October 1961. The stamps were also available from the philatelic bureau in Paris.

Components of the plate used to prepare the ½d, 1d and 2d overprints – specifically the bars and likely the denomination ‘d’ as well – were adjusted or rearranged to prepare Plate A for the 4d overprint. The components across each row are angled slightly upward from right to left. The components were uniformly placed throughout, except at Position 38, where the 4d is closer to FEDERALE.

Only two very minor defects have been recorded for the letters comprising the overprint. The characteristics of the bars allow for relatively easy plating of most positions in a sheet of 50 stamps.

Acknowledgements

Thanks are extended to Wolfgang Strobel, Rob May, Michael Wright, Peter Hørlyck, Robert Nelson, Brian Lythgoe, and others who provided stamps and scans, without which this study would not have been possible. In particular, thanks are presented to Rob for providing – in 2005 – concrete evidence that there were two overprint plates and thereby preventing the premature reporting that there was only one overprint plate.

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- 2 Bratzel, Marty. “Cameroun – Plating the Sterling Issue of 1961: the ½d on 1 Franc Type 2 Stamp”, *Cameo* Vol. 15 No. 1, pp26-30, WASC January 2014
- 3 Bratzel, Marty. “Cameroun – the Sterling Issue of 1961: Printings, Dates of Issue and Availability”, *Cameo* Vol. 9 No. 4, pp190-197, WASC June 2006
- 4 Bratzel, Marty. “Cameroun – Plating the Sterling Issue of 1961: Numbers Printed”, *Cameo* Vol. 17, No. 3, pp162-165, WASC October 2016
- 5 The Carter accumulation is a large quantity of used Cameroun stamps that Nick Carter acquired ‘on the streets’ in Lagos in 1961-62. Nick passed away on 11 September 2008. His stamps have been, and will continue to be available for study. Additional articles based on his accumulation are published periodically in the philatelic literature
- 6 Bratzel, Marty. “Cameroun – Plating the Sterling Issue of 1961: the £1 on 500 Franc Type 1 Stamp”, *Cameo* Vol. 12 No. 2, pp98-102, WASC June 2011



Biafra; Second Anniversary of Independence, Part II

Massimo Galvani

Since my article was published in *Cameo* in October 2017, I have become aware of other stamps linked to the Second Anniversary of Independence. I have been able to contact an Italian dealer, now retired, who has been holding them for all these years in his collection, but now, having no heirs, he decided to sell all.

I believe I have identified who printed the Biafra stamps, by reading an article published in the *STAMPS ENCYCLOPEDIA* Volume 2 page 723 published by Sadea Sansoni in which is stated the following:

“Poligrafica & Cartavalori S.P.A. of Naples is the first Italian private industry to be included in the international round of stamp printers; it has its plant in Ercolano.

At the beginning of 1969 it concluded an important agreement with the Crown Agents of London for the supply of many countries of the English speaking area.”

I tried to contact the company but I discovered that it no longer exists; however I believe that the stamps have been printed by this company and also those of the visit of Pope Paul VI to Africa.

Below are new varieties I found.

Printing Error: The 2s.6d. exists as perforated stamps with first and second printing; the third step of printing is missing (Emerald and orange ‘sun’) (Fig. 1) Only 50 stamps are believed to exist.



Figure 1 (above)

Missing emerald & orange

Inter-panneau block of 4, with guide marks and sheet margin at left, which shows 1s. and 2d. values se-tenant.

One inter-panneau block of 20 is believed to exist (10 stamps of 1s. and 10 stamps of 2d.) which was separated in the following way:

One block of 4 showing margin at left (Fig. 2)

One block of 4 showing margin at right

One block of 6 from the centre

Three blocks of 2 from the centre

Figure 2 (left)

1s and 2d values se-tenant
Block of 4, margin at left



Imperforate Inter-panneau proof block of 4, with guide marks and sheet margin at left, which shows 4d. and 2s.6d. values se-tenant.

One inter-panneau block of 20 is believed to exist (10 stamps of 4d. and 10 stamps of 2s.6d.) which was separated in the following way:

- One block of 4 showing margin at left (Fig. 3)
- One block of 4 showing margin at right
- Two block of 4 from the centre
- Two block of 2 from the centre

Figure 3 (right)

**4d and 2/6d values se-tenant
Imperforate proof
Block of 4, margin at left**



Imperforate Inter-panneau proof block of 4, with guide marks and sheet margin at left, which shows 1s. and 2d. values se-tenant.

One inter-panneau block of 20 is believed to exist (10 stamps of 1s. and 10 stamps of 2d.) which was separated in the following way:

- One block of 4 showing margin at left (Fig.4)
- One block of 4 showing margin at right
- Two block of 4 from the centre
- Two block of 2 from the centre

Figure 4 (left)

**1/- and 2d values se-tenant
Imperforate proof
Block of 4, margin at left**



This block of 4 imperforate proof stamps are those positioned in the centre of the four panes sheet and have all 4 values (Fig. 5). I have seen only one other block.

Figure 5 (left)

**4d, 2d, 2/6d and 1/-values
se-tenant
Imperforate proof block of 4**

Imperforate horizontal inter-panneau proof with margin, showing 2s.6d. and 1s. inverted. (Fig. 6)

Figure 6 (below)

**2/6d and 1/- values inverted
Imperforate proof pair**

Imperforate horizontal inter-panneau proof, showing 4d. and 2d. inverted. (Fig. 7)

Figure 7 (below)

**4d and 2d values inverted
Imperforate proof pair**



Imperforate horizontal inter-panneau proof error, orange of sun shifted to the right on 2s.6d. and to the left on 1s. covering part of the green wreath. (Fig. 8)

Figure 8 (right)

**2/6d, and 1/- values
Imperforate proof pair error
Orange of sun to right on 2/6d and left on 1s**



This, for the moment, concludes my study for the Second Anniversary of Independence of Biafra stamps.

Nigerian Aerogramme Errors c.1958

Ray Harris

The two copies of Nigeria's 1968 6d. aerogramme which are the subject of this article have recently come to light. They are both versions of the type numbered 7 in both the Higgins & Gage (Ref. 1) and Kessler (Ref. 2) catalogues, but in the more recent WASC publication (Ref. 3) they would be errors on WANG.A.08.02: blue outside, white inside and with gummed sealing tabs.

The outside of the first copy, which is in mint condition, is shown here (Fig. 1) at x70%. On the next page is the top right corner of the front of the second copy (Fig. 2), with its more spectacular error shown at full size. There is no other printing visible on that aerogramme.

By comparing the errors with a correct copy it can be inferred that the normal sequence of printing prior to cutting is as follows:

- (i) blue tint applied to the front of the paper;
- (ii) white overprinting of the spaces for sticking the tabs and of the stamp background (see below);
- (iii) grey printing of the stamp;
- (iv) coloured printing of the bronze head;
- (v) black printing of all the instructional text, address lines etc.;
- (vi) the tabs are gummed.

Items (iv) and (v) could be in the opposite order.

It took me a long time to be sure that white ink was used rather than areas of blue being left unprinted. Then I read in Peter Jennings' book (Ref. 4) that he had seen white stamp spaces being printed on GB aerogrammes in the 1960s at McCorquodales, where the Nigerian aerogrammes were also printed. On close inspection with a magnifier one can see a few minute spaces where the blue tint shows through.

The accidents which created these errors require an attempt at a detailed explanation; a response from a reader more knowledgeable than I will be welcome. In Figure 1 the printing from stages (iv) and (v) appears 15mm too low. The tabs are correctly gummed and the cutting, relative to the gumming and the stages (ii) and (iii) of printing, is in the right place. It was not the only time such an error occurred.

Figure 3 shows (at x70%) the top portion of a correctly printed aerogramme for comparison. In Figure 4 is the front of a misprinted copy (which was sold for €520 in a recent auction) with the bronze head and main text shifted down and to the left compared with normal, while the stamp space and grey print of the stamp are not quite parallel to the fold lines.

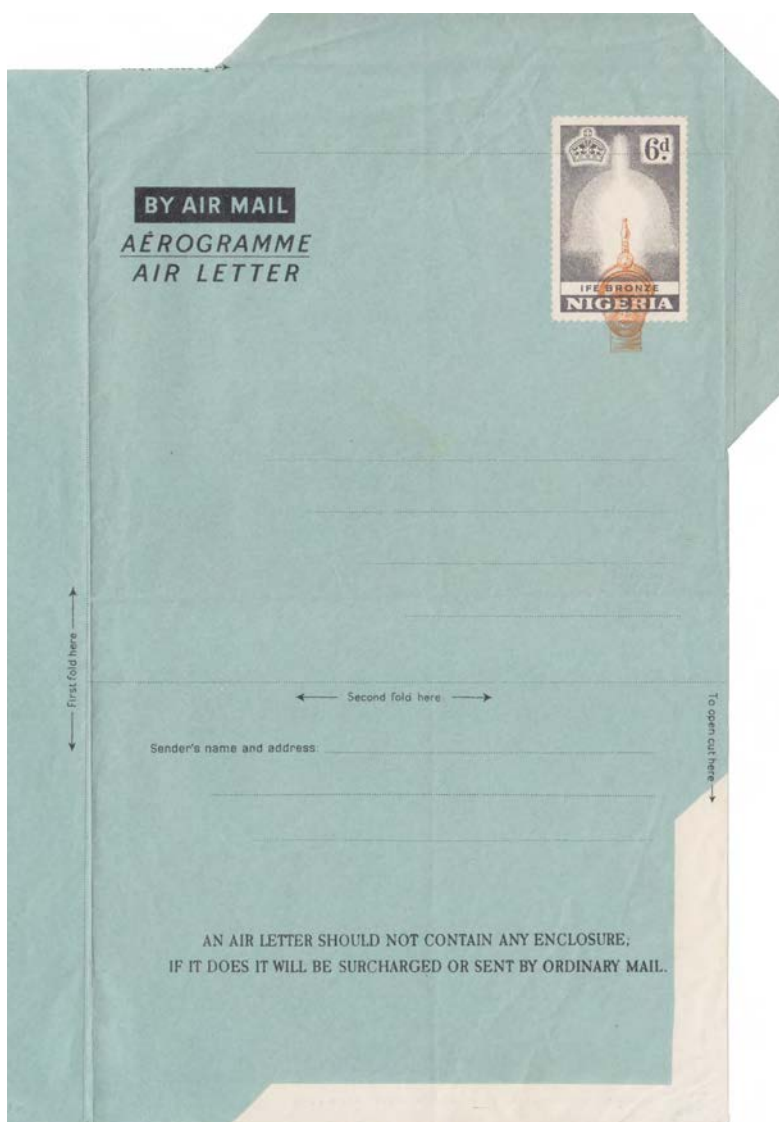


Figure 1



Figure 2



Figure 3

It is known that at this period aerogrammes were printed 8 to a sheet (4x2) and Jennings reports that McCorquodale used some sheet fed rotary presses in the 1950s. I assume that the blue overlay was printed separately first. The nature of these two errors suggests that stages (ii) and (iii) could have been paired, and similarly stages (iv) and (v). For Figures 1 and 4 there would have been a displacement of the sheet between these paired stages. For Figure 2 perhaps two sheets stuck together.

The aerogramme in Figure 2 is recorded in Part III of Kessler's catalogue (the supplement) as type 7c; it is mentioned but not pictured in the WASC book. This example was written in December 1958 by a woman in Northern Nigeria to her parents. At the end she pointed out "Stamp only half printed in this letter!" There is with it a letter dated January 1959 from the GSM Editor at Stanley Gibbons to the woman's brother who had sent it for comment; an offer of £20 was made for it. From a personal letter also accompanying it, I infer that it was not sold to SG.

Since these aerogrammes were printed in sheets of 8, maybe other examples are held by collectors, but those listed here are the only copies of these WANG.A.08 errors that I know.

References

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- 2 Kessler, F.W., *Catalogue of Aerograms*, Aerogram Catalogue Publishing Co. Inc., New York, 1961 and update 1968
- 3 Harris, Ray, *Aerogrammes of Nigeria 1948 to 2000*, WASC 2016
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Figure 4

Sierra Leone Diamonds; a Double Role Played still at stake in the New Millennium

Marc Parren

With much interest I read David Horry's article on the secret service activities related to diamond smuggling and the use of 'skeleton' postmarks. When reading it immediately came to my mind the fact that this 'secret' trade continued in our present millennium related to the September 11 events. Very few persons will be aware that Osama bin Laden struck deals with Charles Taylor in 'blood diamonds'

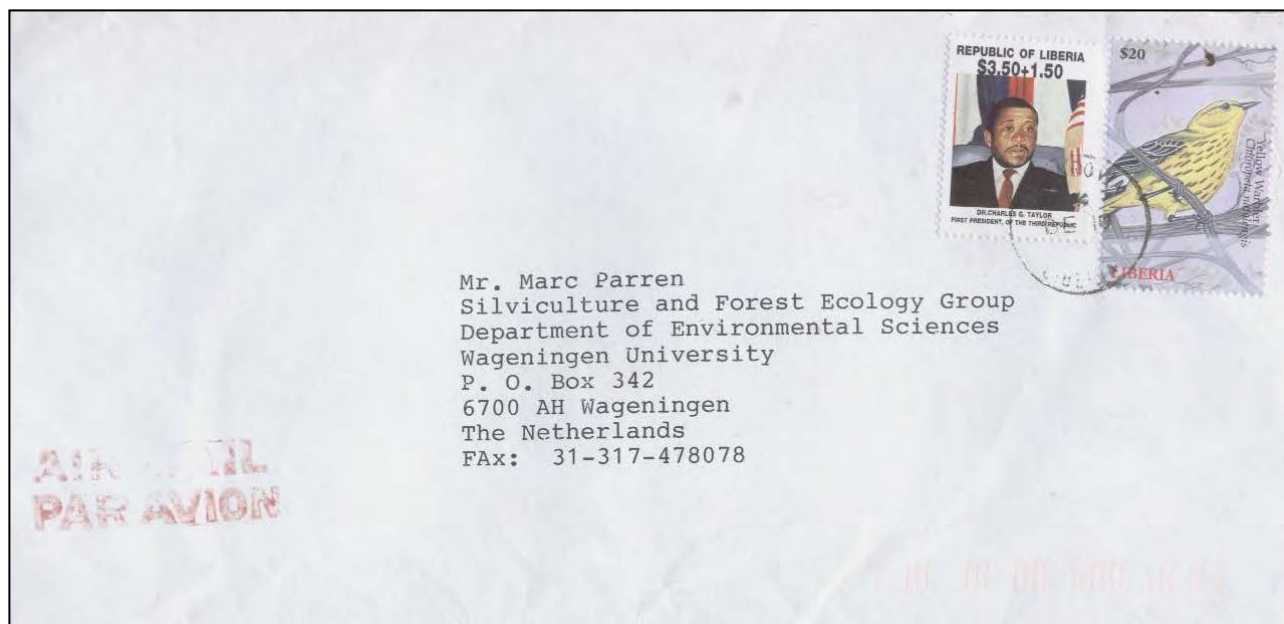


**Figure 1 Letter franked \$25 (\$20 & \$3.50+1.50 Dr. Charles G. Taylor)
sent 18 December 2000 to the Netherlands**

originating from Sierra Leone worth over \$20 million in the months before the attacks of 11 September 2001 (Figure 1).

Bin Laden's network first realised the potential advantages to be reaped from Sierra Leone when, in September 1998, a young man called Abdullah Amend Abdullah initiated a \$100,000 arms-for-diamonds deal. In 2000, a safe house was set up in Monrovia and in March 2001 two 24-year-old al-Qaeda members, a Tanzanian and a Kenyan, moved into the house. Soon afterwards couriers took weekly flights from Antwerp on the Sabena airline to Abidjan. There, they hired light planes from the Weswua airline to fly to Monrovia.

These couriers arrived with suitcases full of banknotes and left with diamonds. Next these diamonds were smuggled to Pakistan or Afghanistan where Osama bin Laden was residing. After the September 11 attacks these diamonds enabled al-Qaeda to continue its operations despite the international agreement to freeze bank accounts with suspected links to the terrorist group. Since Mumbai is the third diamond cutting centre in the world, after Antwerp and Tel Aviv, it is easy to exchange these diamonds into cash again.

References

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Anon, "Bin Laden's \$20m African 'blood diamond' deals", *Guardian* 20 October 2002



The Lagos Postal Department's Reorganisation 1901 - 02

Dr Simon Heap

A few years ago I examined the Lagos postal service by centring on the life and times of Lagos Postmaster George Cole (Ref. 1). This article investigates the aftermath of the death of Cole and the reorganisation of the whole department by his successor, Acting Postmaster Arthur Laborde (Ref. 2).

In late November 1901, Laborde sent a Confidential Report on the officers of the Postal Department to Governor Sir William MacGregor, making 'certain recommendations with a view to necessary improvement and reform' (Ref. 3). Laborde wrote pen portraits (indeed the report was written in long-hand, not typed) on the staff, their duties and personal qualities (Ref. 4).

Mr Alphonso Thomas Coker, the Chief Clerk, had been first appointed way back in 1884, and had a salary in the £108-150 band:

[Coker's] duties are to prepare the monthly General Account, to superintend the parcel post, to keep the Stamp Account Book, to pay money orders and supervise the clerks generally. He knows his work thoroughly, is a capable and hardworking officer.

Yet Laborde described some interesting insights of Coker, suggesting he needed managing by an expatriate:

Personally I should be sorry to lose his services. There is no one in the service that I know of with any postal experience and special qualifications necessary for the particular description of work required of him. He has acted postmaster on several occasions but in my opinion should never be allowed to act again. I believe that Mr Coker would work extremely well under the direct supervision of a European Head.

Mr Tobiah Alphonso Johnson was appointed 4th Class Clerk and Money Order Clerk in January 1900 on an annual salary of £54-66:

He is a steady and zealous officer, has been six years in the Department, passing through the several branches; is rather slow, but that is due to want of self-confidence; he shows promise of becoming an efficient clerk.

Mr Peter Punshon Williams had been appointed 5th Class Clerk in March 1897 on an annual salary of £42-48. His duties were to make up and close inland mails, to superintend the postmen as to delivery of letters and to keep the Postal Account Book. Williams had 'no doubt, spoilt by the late postmaster [Cole]. I have on several occasions cautioned him as to his demeanour and carelessness in performing his duties'. Yet Laborde had subsequently 'noticed a great improvement in his work and I think he is likely to become a good clerk, if properly supervised'.

Mr David Oduntan Beecroft had started work in the Lagos Post Office in January 1894 as Messenger, becoming Assistant Clerk in March 1897, then 5th Class Clerk the following year. He was in charge of the registration of letters on an annual salary £42-48. Laborde's view of him was damning:

He is very indolent and inefficient. I can say nothing in his favour. There have been numerous complaints against him from time to time. I have had cause to reprimand him severely, fined him 5s, nevertheless he shows no sign of improvement. He has been in this office for over seven years and can only be entrusted with the registration of letters – he takes no trouble to learn any other sort of work – several of his juniors have been promoted over his head.

Mr Othniel Onesimus Didymus May was 5th Class Clerk and stamp seller, on a annual salary of £42-48. Laborde's view of him pulled no punches: 'He is quite useless in any other capacity, cannot even sort, and seems willing but incapable of learning'.

Mr Albert E. Williams, Messenger on an annual salary of £24. He did all the parcels work under the supervision of the Chief Clerk – 'he has been in the department since November 1897, is a useful officer, and will no doubt improve under more supervision than he has had in the past', Laborde noted.

J.J. Kester, Postman and acting Assistant Messenger on an annual salary of £18, had been appointed Postman in May 1899: 'he has some knowledge of parcels work, is a fairly good copyist and sorter', wrote Laborde.

Senior Postman **S.A. Bucknor**, was 'a useful officer, sorts very well and is one of the only postmen worth his pay' (annual salary of £18).

The present staff (excluding the Postmaster) was as follows:

Job	Annual Salary
Chief Clerk	£144
4th Class Clerk	£56
3 x 5th Class Clerks, £48 each	£144
Messenger	£24
4 x Postmen, £18 each	£72
5 x Postmen, £12 each	£60
1 Express Deliveryman	£12
<i>Grand Total</i>	<i>£512</i>

Laborde's Recommendations

Laborde's summary recommendations are laid out here verbatim:

In my opinion the above staff, if efficient, would be more than enough to carry on the usual routine of business transactions in this office. Messengers May and Beecroft are paid more than they are worth, and in fact are not fitted to hold their appointments.

It is quite possible to get two more capable men for half their salary now that the stamp seller has to tender a daily account of stamps sold, it is quite simple and I see no reason why a suitable 6th Class Clerk at £24 to £36 should not be appointed.

As regards Mr Beecroft, his work is merely to register letters and close Registered Mails. The work is quite easy, and anyone with a little intelligence should be able to do the work efficiently. £24 to £36 would be a fair salary.

If my suggestions were approved, and suitable 6th Class Clerk could be appointed even at the maximum salary a saving would be effected.

Appointments of Cadets recommended

I recommend that two cadets with salary of from £15 to £20 rising by biennial increments of say £2.10s should be appointed, and not confirmed in their appointments until they have passed 6 months' probation. These cadets should be expected to learn the work in the different branches, viz, to register letters, issue money orders and make up mails etc. The increments no doubt would be an incentive to them to do good work and to look forward to promotion in the office. These cadets should have to perform the duties of postmen, if called upon to do so.

Parcels Branch

The work is done entirely by the messenger, A.E. Williams, under the supervision of the Chief Clerk, though the messenger seems to do the work satisfactorily yet I think a Clerk should be appointed for the work and the messenger be allowed to revert to his own duties, which hitherto have been sadly neglected.

I would recommend that A.E. Williams be appointed a 6th Class Clerk of £24 to £36 per annum and that the messenger's pay be reduced from £24 to £18 per annum.

The office of Assistant Messenger, I think, is unnecessary and should be abolished.

Postmen

I think 4 postmen quite enough for all our requirements, and considering the importance of their duties a salary of from £20 to £30 by annual increments of £2 would not be unreasonable. Some good postmen could possibly be obtained for that salary. The only time the postmen would be hard-pressed would be on the day of the receipt of a mail from England and the day after. On those days *they* should commence work at 6.30am and stop at 5pm – with, of course, the usual recess at midday. I have suggested an incremental scale of salaries for postmen, but postmen should not be entitled to any increment as of right, but only for good services and on the recommendation of the Head of Department.

Express Deliverymen

I recommend that the office of Express Deliveryman be abolished. The appellation is a misleading one. There is not Express Service and I do not see the want for it. If the public were to require such a service an extra fee should be charged.

The proposed staff

1 Colonial Postmaster	
1 Chief Clerk	£144
1 4th Class Clerk (Money Orders)	£56
1 Receiving and Dispatching Officer (5th Class)	£48
2 6th Class Clerks at £36 (maximum)	£72
1 6th Class Clerk	£24
1 Messenger	£18
2 Cachets at £15 each	£30
4 Postmen at £20	£80
Grand Total	£472

A decrease of £40 per annum in the salaries of the clerical staff compared with what it is at present

I do not think that the appointment of a Commission with the special object of reorganising and improving the working of the Department is necessary.

The state of disorder in which I found the office on my taking up the duties of Postmaster was simply due, in my opinion, to the want of supervision and organization on the part of the late Postmaster. Each clerk, it is clear to me, had been accustomed to perform his duties just as he pleased and when they pleased. Consequently nothing was ever done in a methodical or business-like way.

The work is now fairly distributed and I have effected many changes and improvements which are being carried out successfully in detail.

If my recommendations are acted upon and the necessary supervision is exercised by the Postmaster the Department will in a short time become as efficient as any Department in the Colony. I fear, however, that its efficiency will suffer if the three Clerks, Messrs Coker, Johnson and Williams are transferred to another Department. I should point out that these three Clerks have been for many years in the Post Office and they are well acquainted with their duties and they can and will reach a higher standard of efficiency. In my opinion it would take Clerks from other Departments without previous postal experience several years to acquire the knowledge that these Clerks possess.

Implementation of the Reorganisation

After reading Laborde's report, passed it on for the next meeting of the Lagos Executive Council on 9 December. The Recommendations were accepted and the central administrative officers prepared the ground for implementation. One of those staff minuted 20 December that Beecroft was 'absolutely useless'.

On 20 December Laborde reported on the latest piece of postal incompetence by Beecroft:

I have the honour to report that Mr Beecroft, the Clerk in Charge of Registered letters, informed me on the 9 instant that a Registered Letter addressed to one Amina Olowu, from Sierra Leone, which arrived via SS *Sokoto* on the 5th instant, was missing. That the letter in question was duly received there can be no doubt, as all the Registered letters were in the first instance checked by the Chief Clerk and again by Mr May – who enters them in the Receipt Book – and both these officers found them correct.

As I have already reported Mr Beecroft is a most indolent and incompetent officer, and if all this does not furnish sufficient reason for his dismissal, I most respectfully ask that he may be at once removed from this department, which, in my humble opinion, is far better without him. Can I say that more than half of the mistakes that occur in this office arise through the inefficiency of this officer and Mr May and both these officers are totally unfit to hold their appointments. (Note 1)

Mr May got a reprieve. Mr May 'may secure a little sympathy; he is honest and does his best', so he was transferred to the Ebute Metta post office, while Mr Rufus Agualupe Siffre came to the Lagos Post Office.

The Governor-in-Council advised that Mr Beecroft should be dismissed from service. The Christmas Day 1901 edition of the Lagos Standard newspaper reported this to the public that 'Mr D.O. Beecroft, a clerk in the Post Office, has been dismissed for alleged negligence.' (Note 2) A few weeks later, the newspaper went on to explain the reasons behind that decision:

The case of Mr D.O. Beecroft, who was summarily dismissed from the Post Office after a period of eight years is another that calls for some notice. In his case a missing registered letter was the cause of the trouble. Mr Beecroft, I understand was not in the office the evening the mails arrived, and the letters did not get into his hands until the next day, when he discovered that one was missing, and reported the matter.

As this is not the first time that registered letters have failed to come to hand on time – the delay in several cases having been traced to the office of origin – one would have thought that some time at least would have been given to find out where the blame rested; nevertheless Mr Beecroft's dismissal followed almost immediately. (Note 3)

The Staff of the Post Office, 1902

With the reorganisation complete, the following list of staff was published in April 1902:

Promotions

Mr Albert E. Williams, Messenger, Post Office, to be a 6th Class Clerk, on 12 months' probation from the 1st April, on re-organization of the Department.

Mr Theodosius Gilbert Martins, Cadet, Colonial Secretary's Office, to be a 6th Class Clerk, Post Office, on 12 months' probation from the 1st April, on re-organization of the Department.

Mr A.F. Laurence, Unpaid Cadet, Colonial Secretary's Office, to be Messenger, Post Office, on 12 months' probation from the 1st April, vice Mr A.E. Williams promoted, on re-organization of the Department.

Mr J.F. Fakolujo, Cadet, Treasury Department, to be Cadet, Post Office, on 12 months' probation from the 1st April, on re-organization of the Department.

Mr Cassiano Imoru Amidu, Postman, Post Office, to be Cadet, on 12 months' probation from the 1st April, on re-organization of the Department.

Termination of appointments

Mr S.G. Fisher, Postman, Post Office, with effect from the 1st February.

Mr Domingo da Silva Antonio, Postman, Post Office, with effect from the 1st February.

Mr J. Johnson, Postman, Post Office, with effect from the 1st February.

Mr B.A. Wright, Postman, Post Office, with effect from the 1st February.

The new structure of the Post Office

Rank	Name	Salary
Postmaster	Arthur Laborde (Acting)	
Chief Clerk	Alphonso Coker	£144
4 th Class Clerk	Tobiah Johnson	£56
5 th Class Clerk	Peter Williams	£48
5 th Class Clerk	Rufus Siffre	£42
6 th Class Clerk	Theodosius Martins	£24
6 th Class Clerk	Albert Williams	£24
Postman	S.A. Bucknor	£20
Postman	T.S. Kester	£20
Postman	W.P. Davies	£20
Postman	Emanuel Bayewu Beyioku	£20
Messenger	A.F. Laurence	£18
Cadet	Cassiano Amidu	£15
Cadet	J.F. Fakolujo	£15

Notes

- 1 Laborde to Hon. Colonial Secretary, 20 December 1901
- 2 'News, notes and comments', *Lagos Standard*, 25 December 1901, p2
- 3 'Lagosian on Dits', *Lagos Standard*, 29 January 1902, p2

References

- 1 Simon Heap, "Postmaster George Cole and the Reorganisation of the Lagos Post Office, 1901", *Cameo*, 14(1), January 2013, pp13-14; Heap, "The Obituary of Lagos Postmaster George Josephus Cole", *Cameo* 15(1), January 2014, p10; Heap, "Troubles at the Lagos Post Office in 1901: Stolen Money, Staff Wounding and Robbery", *Cameo*, 15(2), No. 92, June 2014, p85; Heap, "More Testing Times for Lagos Postmaster George Cole in 1901", *Cameo*, 15(3), October 2014, pp129-131
- 2 Arthur Lionel Crichton Laborde had long employment in the Lagos/Nigeria colonial service; here are some references in the *Gazettes*:
Colonial Postmaster, to be a District Commissioner from 1 May 1906 and to officiate in the Central Province – "Promotion", *Southern Nigeria Government Gazette*, 23 May 1906, p95
District Commissioner (2nd Grade), Forcados, 1908 – "Resumption of duty", *Southern Nigeria Government Gazette*, 14 October 1908, p1,470
Postmaster-General (Acting), Southern Nigeria, 1912 – "Appointments and Assumption of Duty", *Southern Nigeria Government Gazette*, 22 May 1912, p1,333
1st Class District Officer in Nigeria, 1916 – *Nigeria Gazette*, 6 April 1916, p182
- 3 National Archives, Ibadan (NAI), Chief Secretary's Office (CSO) 16/3/134/1901, *Confidential Report* by Arthur Laborde, Acting Postmaster, to Sir William MacGregor, Governor, Lagos, 27 November 1901
- 4 NAI, CSO 16/3/134/1901, *Confidential Report* by Laborde, 27 November 1901. All subsequent quotations from this report

GB Post Office Wrapper to Porto Novo, Benin

Dr John K. Courtis FRPSL

acapjajc@cityu.edu.hk



Possibly unique, this Great Britain post office postal stationery wrapper (E9) from Manchester to Porto Novo (Figure 1) was mailed one month after French Dahomey was renamed Benin. The wrapper was mailed on 19 February 1894 from the Manchester main post office. There are two strikes of a purple double oval merchant handstamp HENRY SIEGLER & Co. and dated 19 FEB 94, the same date as the postmark. There is no arrival mark at Lagos or Porto Novo.

Porto Novo is a port city and in 1900 became the capital of French Dahomey in West Africa. It was originally developed as a port for the slave trade and is located on an inlet of the Gulf of Guinea in the south-east of the country (Figure 2).

Figure 1 GB Wrapper to Porto Novo, 19 February 1894

Towards the end of the nineteenth century the city came under French imperialism and, under colonial rule, many of the inhabitants crossed the border to British ruled Nigeria in order to avoid harsh taxation, military service and forced labour.

In 1861, the British in Nigeria bombarded the city and persuaded the Kingdom of Porto Novo to accept French protection in 1863. The neighbouring Kingdom of Dahomey objected to French involvement in the city and the First Franco-Dahomean War broke out between the two states. As a result, in 1883, Porto Novo was incorporated into the French 'Colony of Dahomey and its Dependencies'.

The Second Franco-Dahomean War took place between 1892 and 15 January 1894 when the King then surrendered to the French. The country was known as French Dahomey and formed part of France's West Africa Colony.



Figure 2 Dahomey

Porto Novo is a trading port on Porto Novo lagoon, an arm of the Gulf of Guinea. It was established by the Portuguese in the late 1700s and served as a primary slave embarkation port to the Americas. The British controlled Lagos, the nearest port for large merchant ships. Porto Novo relied on other ports for transportation of goods, or on canoes travelling through shark-infested rough waters to unload anchored ships and carry merchandise to shore. It was home to several influential French, German and Brazilian firms. In addition to trade, agriculture became more important with palm oil plantations and the cultivation of other crops such as cotton and kapok. Most of the industry which developed was located at the nearby Cotonou (Figure 3). Several European nations maintained Christian missions. Cotonou some miles to the west is now Benin's largest city, its chief port, and its de facto administrative capital.

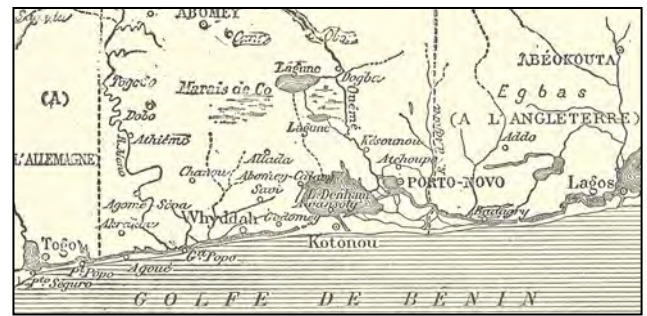


Figure 3 Porto Novo Waterway to Lagos

The Recipient

The wrapper is addressed to Charles Ungebauer. He was a German trader in Lagos and Port Novo. Originally from Hamburg, at the time of the wrapper he had spent 24 years in these port colonies. He was a committed Christian and regularly attended Christ Church, Lagos. He was also a Freemason and became the first Master of St. George's Lodge in Lagos (Figure 4). He is mentioned in *The Freemason*, July 7, 1894 under West Africa and Lodge 1171.



Figure 4 St George's Masonic Hall, Lagos

He built an excellent business reputation with local traders. Much of what has been written about Ungebauer relates to the period after the arrival of the wrapper, especially the outbreak of world War I when his company was suspended from trading by the British colonial government of the newly amalgamated Nigeria. To prove his loyalty to the British authorities he renounced his German citizenship. However, he faced deportation back to Germany where he would have been tried for treason. Rather than submit to that he committed suicide (Heap 2016).

The Sender

Two oval merchant handstamps appear on the flap identifying the sender as Henry Siegler & Co., Manchester, and dated 19 February 94 the same day as the Post Office postmark. Henry Siegler together with William Kronig established the firm of Kronig and Siegler in 1875. They were exporters of all classes of cotton goods. However, by 1890 they appear to have gone their separate ways as the firm dropped Siegler from the name and traded as Kronig. Presumably Siegler established his own company as evidenced by the handstamps. The contents of the wrapper are likely to be a catalogue or price list of merchandise of the company.

The Route

The wrapper entered the Manchester Post Office on FE 19 94. When delivered to the sorting room (wrappers with) newspapers and book packets were separated from letters and postcards. Several clerks then opened newspapers to determine that they did not contain prohibited enclosures. Mail for Liverpool was sorted and at 10 pm the mail coach departed, arriving at Liverpool at 3 am. It was then sorted into mail for West Africa, and in this case French Dahomey, and sealed in a bag for the next Royal Mail steamer of the Elder Dempster Line. Having missed the SS *Cabenda* which sailed on 14 February and the SS *Volta* which sailed on the 17th, the next available steamer for West Africa was the SS *Bonny II* (Figure 5) which departed on Saturday 24 February. The SS *Bonny II* was a new ship built in 1891; the earlier *Bonny (I)* having been sold the previous year. This ship carried passengers escaping the English winter to the warmth of the Canary Islands.



Figure 5 SS *Bonny II*



Figure 6 Porto Novo Canoe

The normal route to Lagos was via Grand Canary, Sierra Leone, Karoo Coast and Accra, and then onward to Loanda stopping at several coastal trading ports on the way.

The likely arrival date in Lagos was 23-24 March 1894. The Lagos main Post Office then sorted the British mail for Porto Novo as well as mail for French Dahomey in general. The Post Office in Porto Novo was established on 1 July 1890.

How did the mail travel from Lagos to Porto Novo? The Porto Novo Lagoon provides a natural waterway to the port of Lagos without once having to enter the Atlantic Ocean. British mails for this French colony travelled by canoe (Figure 6) on this waterway until 1905 when canoes were replaced with mail motor launches.

Summary

The SS *Bonny II*, an Elder Dempster steamship sailed from Liverpool 24 February 1894. Nestled in a sealed mail sack destined for Porto Novo, French Dahomey, was a possibly unique extant wrapper from Manchester containing a price list of cotton goods exported by the firm of Henry Siegler, Manchester. The wrapper was addressed to the well-respected German trader Charles Ungebauer who had trading premises in both Lagos and Porto Novo. The wrapper was off-loaded at the British port of Lagos and taken by canoe on the waterway between Lagos and Porto Nova arriving circa 24 March 1894 only two months after the country had been renamed Benin.

Acknowledgements

Dr Simon Heap kindly read and commented on the draft and Sheila Mackenzie edited the paper and I thank them both for their help.

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Heap Simon, "Charles Ungebauer: The Life and Death of a German Trader in Lagos", *Cameo* Volume 17, pp71-73, Whole No. 88, June 2016
Tabcart Colin, *British West African Mail Packets to 1900: Rates, Routes and Ships, Out and Home*, Fareham, p550, 2015

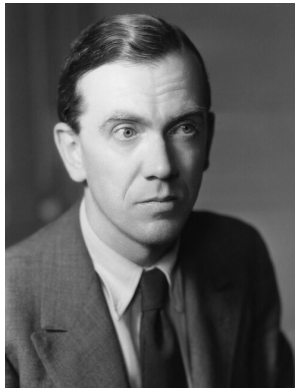


Graham Greene and the Author

Both Bitten by the 'African Bug'

Kevin Lowther

Graham Greene, the English novelist, begins *The Heart of the Matter* with the phrase, 'Wilson sat on the balcony of the Bedford Hotel....'. Greene was referring to the City Hotel in Freetown, Sierra Leone, where he served 15 months as an MI-6 agent during World War II.



Greene (Figure 1, Ref.1) no doubt spent considerable time on that balcony, overlooking the harbour. I occasionally sat there, as well, during my teaching stint in Freetown in the early 1960s. Wilson drank gin. Greene favoured whisky. My choice was Star beer, the Heineken brand still popular in West Africa.

Greene and I had much in common - the seedy City Hotel (Figure 2), the same scenes of a tropical port (Figure 3), the markets and quaint wooden houses (Figure 4), the tree-covered mountains - since denuded - looming above the town. Greene later confessed to his 'love of Freetown' (Ref. 2). We shared that, too.

Figure 1 Graham Greene 1904-1991



Left to Right: Figure 2 The City Hotel in Freetown, Sierra Leone. The hotel was destroyed by fire in 2000

Figure 3 Postcard view of Freetown harbour circa 1919

Figure 4 A market scene in Freetown, photographed in 1963 by the author. The city's distinctive wooden houses are in the background. Graham Greene would often have walked past this spot near the post office and police headquarters

Freetown and Sierra Leone had changed little between Greene's time and mine. The obvious change was independence from Great Britain, in 1961, and the gradual displacement of long-serving British civil servants by local understudies. Otherwise, tiny Sierra Leone remained a backwater.

Being a stamp collector, I was one of the few in my Peace Corps group who knew that Sierra Leone was not located in South America or the Caribbean.

Greene considered Sierra Leone 'an unfashionable colony' (Ref. 3) which may partly explain why he loved the place - without truly explaining what accounted for his devotion.

He was no stranger to the region, having spent several months in 1936 tramping forest paths in neighbouring Liberia. Greene had started that sojourn in Freetown, traveling on the narrow-gauge railway into the interior and crossing into Liberia near the border town of Kailahun (Ref. 4).

I journeyed to Kailahun, by Jeep, nearly 30 years later. Greene was candid about what he found in the colony's remote eastern districts.

'Civilization here remained exploitation' he wrote in *Journey Without Maps*. 'We had hardly, it seemed to me, improved the natives' lot at all, they were as worn out with fever as before the white man came, we had introduced new diseases and weakened their resistance to the old, they still drank from polluted water [and] they were still at the mercy of their chiefs' (Ref. 5)

It was these conditions, notably the arbitrary power of the chiefs, which led in 1991 to a horrific decade of civil war - the beginning of which, sadly, I witnessed.

When Greene returned to Freetown in April 1942, he had already ‘lost my heart to West Africa’ (Ref. 6). In Sierra Leone, ‘my love of Africa deepened in particular for what is called, the whole world over, the Coast, this world of tin roofs, of vultures clanging down, of laterite paths turning rose in the evening light. My cook who went to prison for witchcraft the boy from the bush who took charge of me as faithfully as Ali did for Scobie [in *The Heart of the Matter*], refusing the bribes offered by the representative of another secret service to leave my employ - were they just inhabitants of Greenland?’ (Ref. 7).

Greene, always his own worst critic, was not enamoured with *The Heart of the Matter*, which was published in 1946. Yet it captured at least some of his love for West Africa during what he described as a ‘lonely’ wartime interlude. There were passages in the book - ‘descriptions of Freetown and the interior which bring back many happy months and some unhappy ones. The [neutral] Portuguese liners with their smuggled letters and smuggled diamonds were very much a part of the odd life I led there’ (Ref. 8)

Greene may have learned about diamond smuggling from another British agent, George Crawford Odom, who served with him briefly in Freetown. (See David Horry’s “‘Skeleton’ Coast Security in West Africa,” in the June 2018 *Cameo*, pp72-83).

Doing his bit in the war could be boring and frustrating. He refers in an autobiography to ‘my futile efforts to run agents into the Vichy colonies’, principally French Guinea, which wraps around Sierra Leone. He left Freetown, never to return, in June 1943 to serve in Portugal under the British traitor-in-waiting, Kim Philby (Ref. 9).

The Heart of the Matter, in truth, is a poor introduction to Sierra Leone and West Africa. Greene made no effort to discuss the country’s history, especially the traumatic impact of the slave trade. He barely touches on the creation of Freetown as a haven for former American slaves. There is nothing instructive about indigenous cultures or the idiomatic lingua franca Krio, which I gamely tried to ‘sabby’.

Yet the Peace Corps, groping for literature to prepare volunteers for their assignment, insisted that we read the book. And so I was introduced to Greene, who would become one of my favourite authors. *Journey Without Maps* would have served better. In recounting his earlier and nearly fatal trek through the Liberian rain forest, Greene conveyed his genuine respect for Africa and its people.

‘I never wearied of the villages in which I spent the night’, he recalled. ‘The sense of a small courageous community barely existing above the desert of trees, hemmed in by a sun too fierce to work under and a darkness filled with evil spirits - love was an arm round the neck wealth a little pile of palm-nuts religion a few stones in the centre of the village where the dead chiefs lay Their laughter and their happiness seemed the most courageous things in nature One was aware the whole time of a standard of courtesy to which it was one’s responsibility to conform’ (Ref. 10).

This narrative belonged in *The Heart of the Matter* and would have helped me and my Peace Corps colleagues to better understand how to live in Sierra Leone and, for that matter, almost anywhere in Africa, where the principal virtues are patience, hospitality and above all a sense of humour.

What does appear, somewhat incongruously, in *The Heart of the Matter* is philately. I was reminded of this recently when I revisited the book for the first time. Major Scobie, the deputy police commissioner in the Colony and the book’s central character, has gone up to the ‘French’ frontier to receive survivors of a torpedoed ship. One is a young woman named Helen, clutching a stamp album as she is stretchered past him. ‘Timbres’, a French officer mumbles.

‘It was the stamp album’, Greene writes of Scobie, ‘and not the face that haunted his memory, for no reason that he could understand’. Greene never reveals why Scobie was haunted by the album which, he later learns, was a gift from Helen’s father on her fourteenth birthday.

Helen soon recovers from her ordeal and Scobie, now attracted to her as well, brings her some stamps, including a ‘complete set of Liberians surcharged for the American occupation’ (Ref. 11).

Scobie asks why she collects stamps. ‘I don’t know’, Helen responds. ‘I don’t really collect. I carry them around They are like snapshots. They are so portable’. Scobie and Helen kiss and we hear no more of stamps.

What prompted Greene to use postage stamps as a plot device? He was not a collector. But his espionage work would have involved the mails. And as an expatriate he would have appreciated the importance of the post to wartime morale.

What did outgoing mail look like during Greene's tenure in Sierra Leone? To answer that question, I assembled examples of covers which would have crossed his desk.

The stamps then in use in the Colony had been issued in 1938. There were only two designs - 'Freetown from the Harbour' and 'Rice Harvesting'. Denominations ran the gamut from a half penny to one pound, including six with a central cameo in black.

Like most British colonial issues of the period, the designs and bright colours were - and remain - attractive to collectors. It was these stamps, among others, which disclosed to my ten-year-old self the whereabouts of a country destined to play a pivotal role in my life.



Figure 5

The sender of this cover in September 1942, an official of the Elder Dempster Line in Freetown, used the seven lower values of the 1938 stamp issue then current.

The 1s/6d rate, briefly imposed by the Governor on 21 May 1942, was rescinded 6 July

Greene almost certainly knew some of the senders of the covers shown here. The cover in Figure 5, franked with seven of the lower values, was mailed in September 1942 by an official of the Elder Dempster Line.

'E.D.' had been carrying mail between England and Sierra Leone when air mail service resumed in February 1942 (Ref. 12).

Greene also would have been acquainted with other commercial enterprises in Freetown and probably with several missionary groups established in Sierra Leone. The latter would have been important sources of information regarding activities and conditions in the interior. Two air mail covers are illustrative.



Figure 6 This commercial cover was mailed in Freetown in 1940

Figure 6 shows a censored air mail cover probably sent in 1940 to Manchester, England, by a Freetown business firm. How it reached its destination is conjectural. It may have gone by BOAC in violation of the Air Ministry's prohibition on carrying civilian mail (Ref. 13).

A secret Colonial Office memorandum, dated 23 June 1941, reiterated that the West African air mail service established in the autumn of 1940 was not to be used for civilian mail. 'Recently', the memorandum states, 'the Air Ministry have twice drawn attention to the receipt in this country of unofficial air mail letters from West Africa' (Ref. 14).



Figure 7 December 1943 cover from Tiami to Dayton, Ohio (See text on next page)

Greene may have known Charles W. Leader of the United Brethren Mission in Tiama, 100 miles southeast of Freetown. Leader's air mail letter (Figure 7) was postmarked 17 December 1943, not long after Greene's departure. It would have reached the church's headquarters in Dayton, Ohio, probably connecting at Fisherman's Lake (Liberia) and the FAM 18 flying boat route operated by Pan American Airways, which began in early 1942 (Ref. 15). It could also have travelled via Ascension Island aboard land aircraft operated by the U.S. Air Transport Command. In either case, it would have passed through Miami and been inspected by censors. The rate of 5s/1d for air mail service to the United States and Canada remains undocumented.

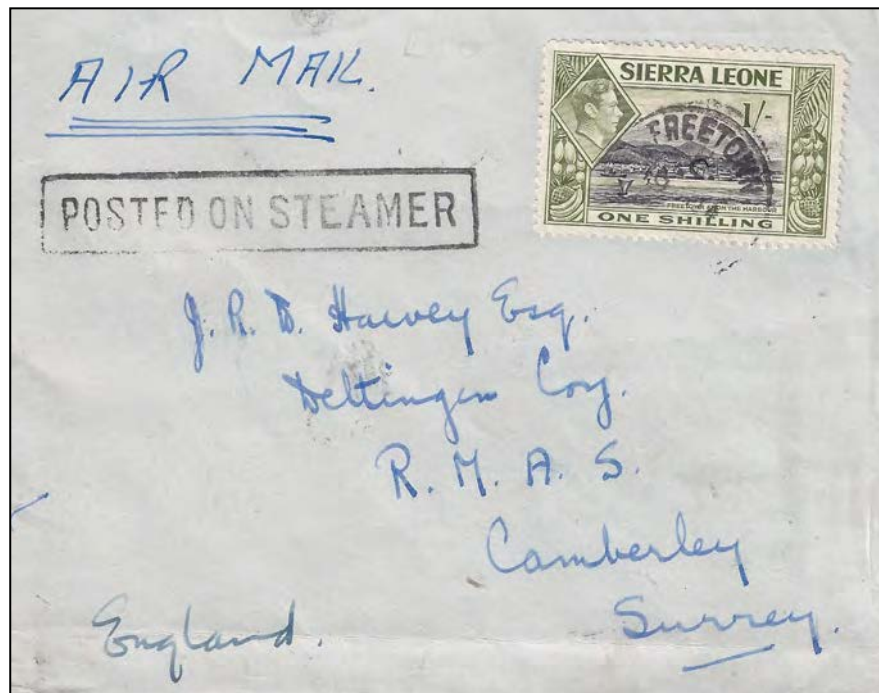


Figure 8 This undated and uncensored cover was to have travelled by air mail from Freetown. Circumstances resulted in its being conveyed instead by surface mail

Some civilian mail during Greene's tour would have gone by sea or possibly by Royal Air Force flights. The sender of the undated cover in Figure 8 initially docketed it 'Air Mail', but an interruption in service perhaps resulted in its being 'Posted on Steamer'. The cover in Figure 9 was sent by a member of the British military 'on active service'.



Figure 9 A member of the Royal Air Force contingent in Sierra Leone posted this cover in November 1942. Civilian mail occasionally was carried aboard RAF aircraft on a space-available basis

Not far from the City Hotel stood Freetown's most venerable monument - the Cotton Tree (Figure 10). It was there in 1792 to welcome one thousand former American slaves who had come to create a haven for those liberated from bondage. It was there to welcome Greene in 1942. It was there to welcome the writer under its massive limbs in 1963. It still stands as a sentinel on Africa's western littoral.

'The magic of this place', Green wrote in *The Heart of the Matter*, 'never failed [Scobie]. Here he kept his foothold on the very edge of a strange continent' (Ref. 16). But Greene lamented that although his experiences in Sierra Leone 'were rich enough I have never been satisfied with what I made of them' (Ref. 17).

Both Greene and I were bitten by the 'African bug'. His symptoms were palpable. Mine, no less so, proved life-long. Thanks to Sierra Leone and its people, I spent much of my working life on the continent. I would like to think that I made the most of the experience.

Acknowledgements

Thanks to John Wilson for vetting early drafts of this article. Fellow WASC members Robert May, Frank Walton and Barbara Priddy helped at various stages.

Endnotes / References

- 1 <https://www.npg.org.uk/collections/search/use-this-image.php?mkey=mw161815>
- 2 Greene Graham *Ways of Escape*, p72, Vintage, London 1980
- 3 Ref. 2, p109
- 4 Greene Graham, *Journey Without Maps*, preface to second edition, Penguin Books, London 1980
- 5 Ref. 4, p61
- 6 Ref. 4, p97
- 7 Ref. 4, p121
- 8 Ref. 7
- 9 Ref. 4, p238
- 10 Ref. 4, pp79-80
- 11 Greene Graham, *The Heart of the Matter*, p47, Penguin Books, London 1962. Greene must have been aware that Liberia in 1944 surcharged several stamps issued in 1928 (Scott 231, 233-234; SG 512, 514-515) and in 1937 (Scott 271-276; SG 559-564)
- 12 Priddy Barbara, *Cameo* 101, WASC June 2017
- 13 Beith Richard, "The United Kingdom and West Africa: The problem of flying civil air mails during World War II," *Airpost Journal*, February 2009, p56
- 14 Ref. 13
- 15 Ref. 13, p57
- 16 Ref. 11, p36
- 17 Ref. 2, p118



Inland AR Form Forwarded to the Gold Coast

John Powell

One of the subjects at this year's Salisbury meeting was 'Services of the Post Office' and as part of my display I showed a copy of the form illustrated (front and rear) as Figure 1. It is not an item which I own but was shown to me, because of the Gold Coast interest by Richard Husband FRPSL at a recent Regional meeting of the Royal; he having purchased it at a Perfin Society auction. Richard kindly sent me a copy and gave permission for it to be reproduced in *Cameo*.

The form P.87H. was for 'Advice of Delivery of an INLAND REGISTERED.....', in this case a letter. The sender was Express Dairy who had a depot at 3 Connaught Street, Hyde Park, (London) W2, the adhesives totalling 3d having perfins of ED/CL and postmarked 6 OCT 33. The addressee in section *(1) is Hamilton, 26A Connaught Street W2 who appears to have moved on so the address is altered to c/o Police Headquarters, Accra, Gold Coast, W. Africa.



Figure 10

Freetown's stately Cotton Tree, believed to be about 500 years old, was a familiar site to Graham Greene and the author during their respective tours

P.87H.
(Rev. 1/11/33)

Advice of Delivery of an INLAND

REGISTERED *Letter 5763*
(Insert Letter or Name)

Designation and Number on Registration Label
 (1) *Hamille*
26/10/33
4. Police Headquarters
Accra Gold Coast

Office of Posting _____ Date of Posting *26/10/33*

(2) Despatched to _____ B. _____
 at _____ on the _____ returned _____
 on List. _____ Date Stamp of Despatching Office. _____

I acknowledge that the registered postal packet described above and sent by _____
 was duly delivered at the address stated on the _____
 (3) *3, CONNELL STREET HYDE PARK W.2 AMBASSADOR 2202*
1933
 (Signature of Recipient.)

(4) I certify that the registered postal packet described above was duly delivered at the address stated to the signature of the addressee on the *27 October 1933*
 (Signature of Head Postmaster of Delivering Office.)
 (FOR NOTES SEE OTHER SIDE OF FORM.)

(138) 12794-252 9-12 131300 (KAS) 6/3/33

AR

On His Majesty's Service.

(6) *3, CONNELL STREET HYDE PARK W.2 AMBASSADOR 2202*

To: _____

THE HEAD POSTMASTER
OF _____

(6) *1/9/1*

* The names and full addresses of the addressee and sender should be carefully inserted by the sender (or at the issuing office) in spaces (1) and (3) respectively. In (5) the address to which the result of the enquiry is to be sent should be similarly entered.

† When the form is filled up at the time of registration, the designation of the office of posting and the registration number as given on the registration label must be inserted in the space at the head of the form, but the spaces for the name of the office of posting and the date of posting need not be filled in. When, however, the form is filled up subsequently, the registration number, the name of the office of posting and the date of posting must be inserted.

‡ When the form is received at the Office of Delivery at the same time as the postal packet to which it relates, the certificate (4) should be completed only if the recipient objects to complete and sign the acknowledgment (3), or if for any other reason his signature is unobtainable. When, however, the form is received after the postal packet has been delivered, part (3) should be left incomplete and part (4) should be completed, after reference to the delivery records, by the Head Postmaster or other officer dealing with such forms.

§ If the postal packet, although addressed to private or business premises, is called for at a Post Office, the officer who delivers the packet should previously amend the acknowledgment in (3) to read "_____ at the _____ Post Office." The certificate in part (4) should be similarly amended if it is proper to be completed instead of part (3).

¶ If the postal packet is officially re-directed, or is re-directed at the address and at once handed back to the postman, the address in space (1) must be struck out and the new address inserted. When the packet is returned direct to the sender, the address in space (1) must be similarly struck out and the reason for the non-delivery of the packet noted on the form.

When this form does not accompany the postal packet to which it refers, particulars of the mail in which the packet was forwarded to the next office should be given in space (2), and the form, folded in three and gummed, forwarded direct to the office of delivery (5). If the form is handed in at an Office other than that at which the packet was posted, it must be forwarded to the Office of posting in order that the counterfoil of the certificate of posting may be noted and particulars of despatch of the packet furnished.

When the form is completed it should be folded in three, and, after being gummed, returned to the address shewn at (5).

Figure 1 Front & Reverse of Advice of Delivery form

The form, together with the postal packet to which it relates, is forwarded to the Gold Coast and delivered in Kumasi (not Accra), the Post Office obviously knowing his whereabouts. Delivery is confirmed in (4) and the recipient signs between the red crosses in (3) and quite correctly the form is datestamped REGISTERED 27 OCT 33. The completed form was folded in three, after being gummed and returned to the address shown in (5).

What occurs to me is the complexity of the instructions (Figure 2, enlarged and digitally enhanced) which would no doubt tax provincial postal staff in the UK let alone in a colonial village. As Richard said 'it would be nice to find the letter to which this document referred'.

* The names and full addresses of the addressee and sender should be carefully inserted by the sender (or at the issuing office) in spaces (1) and (3) respectively. In (5) the address to which the result of the enquiry is to be sent should be similarly entered.

† When the form is filled up at the time of registration, the designation of the office of posting and the registration number as given on the registration label must be inserted in the space at the head of the form, but the spaces for the name of the office of posting and the date of posting need not be filled in. When, however, the form is filled up subsequently, the registration number, the name of the office of posting and the date of posting must be inserted.

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§ If the postal packet, although addressed to private or business premises, is called for at a Post Office, the officer who delivers the packet should previously amend the acknowledgment in (3) to read "_____ at the _____ Post Office." The certificate in part (4) should be similarly amended if it is proper to be completed instead of part (3).

¶ If the postal packet is officially re-directed, or is re-directed at the address and at once handed back to the postman, the address in space (1) must be struck out and the new address inserted. When the packet is returned direct to the sender, the address in space (1) must be similarly struck out and the reason for the non-delivery of the packet noted on the form.

When this form does not accompany the postal packet to which it refers, particulars of the mail in which the packet was forwarded to the next office should be given in space (2), and the form, folded in three and gummed, forwarded direct to the office of delivery (5). If the form is handed in at an Office other than that at which the packet was posted, it must be forwarded to the Office of posting in order that the counterfoil of the certificate of posting may be noted and particulars of despatch of the packet furnished.

When the form is completed it should be folded in three, and, after being gummed, returned to the address shewn at (5).

Figure 2

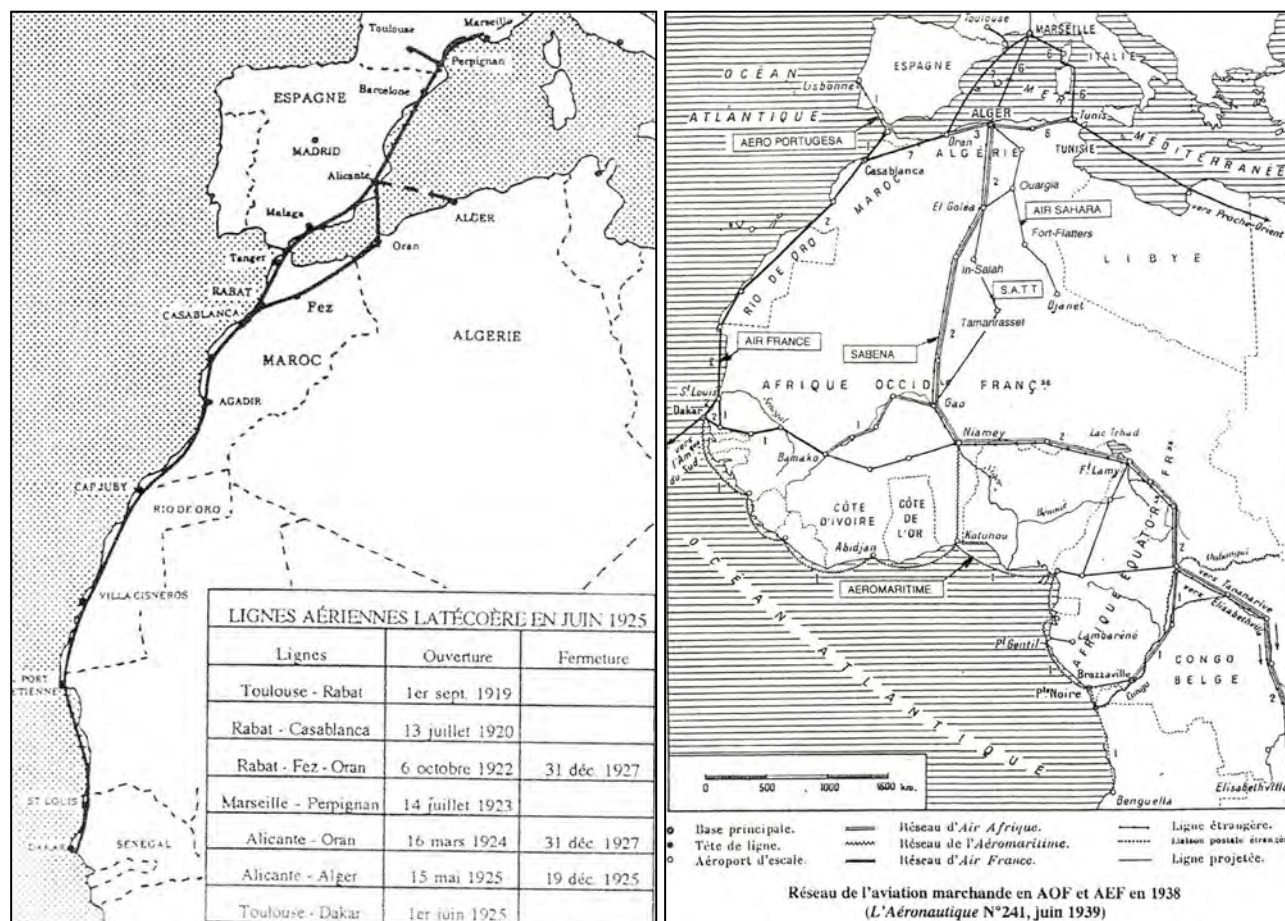
Instructions
(digitally
enhanced)

British West Africa and the French Air Mail Services

Part I The Toulouse - Dakar service

Stage I 1926 - 1934

Barbara Priddy



Map 1 The Toulouse - Dakar route in 1925

Map 2 The French Network in 1938

Since 1922 the Compagnie Générale d'Entreprises Aéronautiques (formerly Lignes Aériennes Latécoère, from 1927 the Compagnie Générale Aéropostale and from 1933 part of Air France) had flown a daily scheduled air mail service from Toulouse to Casablanca. At the end of May 1925 they inaugurated a weekly service from Casablanca to Dakar.

The postal authorities of the UK, Gambia and Sierra Leone saw the possibility of using it to speed their own communications. GPO calculations of 22 March 1926, based on onward transmission by known scheduled steamers from Dakar, showed an average time of air transmission from UK to Bathurst of 10 days, as opposed to surface transmission of 14-15 days, with a gain of between 1 and 21 days depending on day of posting, day of flight and day of next sailing. For Freetown, the advantage was less clear-cut: in weeks when there was no ordinary despatch by Elder Dempster steamer, the gain was up to 7 days over the next despatch, and in any week when letters could not be posted in time for a Wednesday ordinary despatch, the gain would be 3 - 10 or more days; but the average time of air transmission from the UK was 13 days, and of surface transmission 11-12 days. For the Gold Coast, there was even less certainty of any advantage to air transmission, and for Nigeria none at all, and so the Post Office Circular of 24 March 1926 offered the service only for Senegal, Gambia, French Guinea, Sierra Leone and Belgian Congo (Ref. 1).

The first mail outward bound left London in the evening of 31 March 1926 and arrived at Dakar 4 April. Unfortunately the steamer which was expected to pick up the mail for Gambia and Sierra Leone and which would have arrived at Bathurst 11 April and Freetown 13 April did not materialise. The mail waited at Dakar for almost a fortnight until it was picked up by a steamer which had left Liverpool the same day that the mail arrived at Dakar, and was delivered at Bathurst 17 April and Freetown 19 April.

Mail from Gambia was accepted from 27 March 1926 (Ref. 2). The first indication of acceptance from Sierra Leone is a leaflet of 2 November 1926 and a notice in the Gazette of 16 December, although there does not seem to be any reason why, if mail was being accepted to Sierra Leone, it should not also have been accepted from there. I have never seen a first acceptance cover from either Gambia or Sierra Leone - if anyone has I should be grateful for a scan.



Figure 1 (above and right)

Front and reverse of first acceptance to Gambia.
The cachet MISSENT TO GAMBIA appears to have been applied in error, or possibly as a philatelic favour

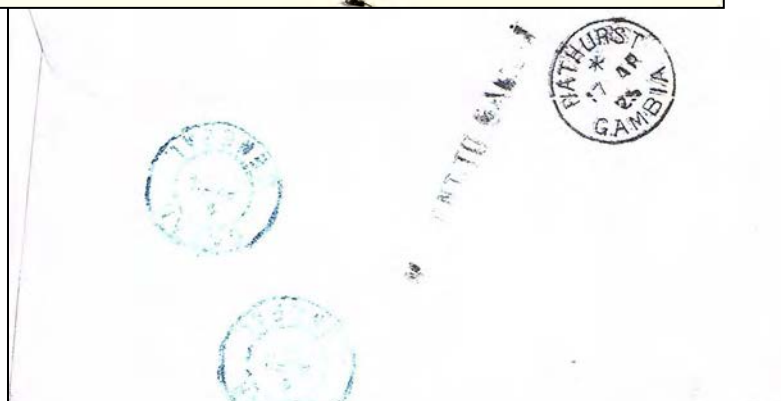


Figure 2 (below)

Front and reverse of first acceptance to Sierra Leone



This weekly service continued to produce wildly varying gains in transmission time, and was little used, except by philatelists. In February 1927, for instance, the GPO reported 'The weight of mail for Dakar during the past 7 months has been as follows:-

1926 July	12 lb
August	18 lb
September	16½ lb
October	18 lb
November	20 lb
December	30 lb
1927 January	17 lb ,

At a weight of ½ oz per letter, the number of letters in December 1926 would thus have been roughly 960, and this included letters for Senegal, French Guinea and Belgian Congo as well as Gambia and Sierra Leone (Ref. 1).

Use to and from Gold Coast and Nigeria

On 1 April 1926 Harold Hopwood of Manchester, West African Merchant, wrote to his local Postmaster to enquire if it might be possible to utilise the air service so that urgent letters to Gold Coast and Nigeria might catch up with the mail boat at Sierra Leone. The Manchester Postmaster forwarded the enquiry to London, who, after examining the services onward from Dakar, concluded that 'A letter posted by Air Mail from London on Wednesday evening would rarely if ever overtake at Sierra Leone one posted in time for the express steamer from Liverpool of the same Wednesday, but it would probably reach Sekondi and Accra, and might on rare occasions reach Lagos earlier than a letter posted by ordinary mail of the first or second Wednesday following.'

Therefore 'Air Mail letters posted in time for the transmission by fortnightly express boat leaving Liverpool on Wednesday will be diverted to the ordinary Mail sent by that boat, unless specially marked to be retained for the Air Mail. The applicant may care to test the value of the Air route for himself by posting a series of Air Mail letters too late for the Wednesday express boat but in time for the Air Mail leaving London on the same or the following Wednesday evening. The Secretary would be interested to learn the result of this experiment if made.' On 22 May the Manchester Postmaster noted 'The applicant has been seen and the position explained to his satisfaction. He does not propose to make any use of the Air Mail.' (Ref. 1). But of course aerophilatelists did.

Although there was no officially advertised service to Gold Coast or Nigeria, the GPO did its best to honour the wishes of senders, if the covers were properly endorsed and adequately prepaid. (Here please refer to Peter Wingent's article on the subject in *Cameo* 104 of June 2018 pp117-119).



Figure 3 (front, see next page for description)

Figure 3 (reverse; front on previous page)

Front and reverse of cover to Gold Coast cancelled at West End Southampton 8 pm Friday 24 August 1934. It was forwarded by rail to London and by air to Paris, where it was backstamped on 25 August.

It caught the flight of Sunday 27 August to Dakar where it was backstamped on 27 August, and forwarded by ship to Accra. It completed its journey by rail, being backstamped by the TPO Eastern Down on 10 September, at Kumasi 10 September, and at Dunkwa 11 September



Figure 4

Front and reverse of cover to Nigeria cancelled at Highgate, Thursday 30 October 1930. Despatches from GPO London to Paris were made on Friday by surface mail and on Saturday by air, to connect with the Saturday evening train which reached Toulouse early Sunday morning.

This cover was delayed, probably in a sorting office, and was backstamped at Toulouse 22.30 Sunday 2 November, too late for the Sunday morning plane. It therefore received the cachet ARRIVÉE À TOULOUSE APRÈS DÉPART DE L'AVION, waited for the flight of 9 November, and was backstamped at Dakar 11 November. Finally it was forwarded by ship, arriving at Lagos 22 November

But the Gold Coast and Nigerian postal authorities felt no such compunction. I have only ever found one cover from Gold Coast via Dakar and I have never seen one from Nigeria. Again, if anybody has, I should appreciate a scan.



Figure 5

Front and reverse of cover backstamped in transit at Dakar 6 September 1932 and London EC 12 September, with arrival backstamp of Fulham 12 September.

It was compulsorily registered at London FS. Any explanation for its origin would be appreciated

Schedules

In April 1926, the mail closed at the GPO London at 6 pm on Wednesdays, was despatched to Paris by air the same evening, sent by overnight train to Toulouse, and left for Casablanca by air on Thursday morning. The Dakar service left Casablanca on Friday morning, made overnight refuelling stops at Cap Juby and Villa Cisneros in Spanish Rio de Oro, and was scheduled to arrive at Dakar on Sundays. The return service left Dakar on Wednesday, and, depending on conditions, reached Casablanca on Friday or Saturday and Toulouse on Saturday or Sunday. (See Figure 6: posted at Bathurst on Saturday 16 October 1926, arrived at Bath on Monday 25 October: via Dakar dep on Wednesday 20 October and arrived at Toulouse on Saturday 23 October.)

The same schedule appears, from cover evidence, to have been operating in May 1927. In October 1927 and again in August 1928 the outward-bound service is stated (Ref. 1) to leave Toulouse on Friday and Casablanca on Saturday, overnight at Villa Cisneros and reach Dakar on Sunday. However (on the evidence of covers from Dakar to France) it appears that in May 1928 the homeward-bound service left Dakar on Sunday and arrived at Toulouse or Marseille on Wednesday. By June 1929 the outward-bound service is stated to leave Toulouse on Sunday 5.30 am. and by October 1929 the homeward-bound service appears to have left Dakar on Saturday and arrived at Toulouse or Marseille on Tuesday. By February 1930 this had changed again so that the homeward-bound service left Dakar on Friday and arrived at Toulouse or Marseille on Sunday, a schedule that held good for the rest of this period. An Aeropostale timetable of February 1931 gives the schedule as:-

Depart from Toulouse & Marseille	Sunday Morning
Arrive at St Louis Arrive at Dakar	Monday

Depart from Dakar Depart from St Louis	Friday
Arrive at Toulouse Arrive at Marseille	Sunday



Figure 6
Cover cancelled at Bathurst 16 October 1926 with arrival handstamp of Bath 25 October
Franked at the original rate of 11½d, i.e. 1½d postage plus 10d air mail fee, ½ oz - 1 oz

Aircraft

The changes in schedules, reducing transmission time between Toulouse and Dakar from four days to two days, were made possible by the use of larger and faster aeroplanes. In 1926 the entire route was flown by small single-engined biplanes, Breguet 14 A2s which had a payload of 750 kg including the pilot and one or two passengers, a cruising speed of 125 km/h, and a range of 460 km. These were soon replaced on the Toulouse-Casablanca sector by larger single-engined high-wing monoplanes, Laté 17s (modified into Laté 25s) and Laté 25s, which had a greater payload, a cruising speed of 155 km/h, and a range of 600 km. From 1928 the entire route was flown by the similar but larger Laté 26s, which had a payload (in addition to the crew) of 700 kg (26-2) or 270 kg (26-6), a cruising speed of 175 km/h, and a range of 850 km (26-2) or 1700 km (26-6) (Ref. 3).

Rates

Air France and British West Africa, 1926 - 1936					
Rates from UK		to Gambia	to Sierra Leone	to Gold Coast	to Nigeria
March 1926	½ oz	1½d + 8d	1½d + 8d	x	x
	1 oz	1½d + 10d	1½d + 10d		
May 1926	½ oz	1½d + 10d	1½d + 10d	x	x
	1oz	1½d + 1/-	1½d + 1/-		
May 1929	½ oz	1½d + 1/-	1½d + 1/-	x	x
	each additional ½ oz	+ 1/-	+ 1/-		
February 1931	½ oz	10d	10d		
	each additional ½ oz	9d	9d		
Spring 1932	‘Correspondence can be sent by air mail, if the sender so desires, to countries not directly served by the air services shown in this leaflet upon prepayment of the air postage, as shown above, to the country through which the letter is to be forwarded.’				
x = service not offered					
Sources: March 1926 - February 1931 Furfie (Ref. 4) and GPO leaflets; Spring 1932 GPO leaflet					

Notes: In June 1926 the GPO revised the air mail fee on letters for Dakar. In February 1927, the GPO worked out that they had an actual surplus over air conveyance costs of £2. 0. 1d for the period October-November 1926, and in December a surplus of £1. 0. 11d, giving an average per lb. for the quarter of 10s 8d. They therefore decided that, although the Comptroller and Accountant General had estimated the unit costs for administration, ground conveyance and publicity should be reckoned to be 1s 6d per lb, given the small size of the mail, if air conveyance costs were covered with a margin to spare, no increase in the air mail fee should be made.

Again, in October 1927, when the Government of French West Africa adopted a different method of calculating the amounts payable in respect of air mails sent via Dakar, by collective weight of the mail instead of a differential charge according to the weight of individual letters, an increase was proposed but not put into effect (Ref. 1).

Air France and British West Africa 1926 - 1936					
Rates from Gambia		to UK	to France	to Morocco	to Algeria
27 March 1926 (1)	½ oz	9½d	9d	7½d	x
	1 oz	11½d	11d	9d	
(2)	½ oz	1½d + 8d	3d + 6d	3d + 4½d	x
	1 oz	1½d + 10½d	3d + 8d	3d + 6d	
7 April 1927	½ oz	1½d + 8d	3d + 8d	3d + 5½d	3d + 6½d
	1 oz	1½d + 10½d	3d + 10½d	3d + 7d	3d + 8½d
Onward air transmission to 19 European cities was also available for an extra fee varying from 2d to 5d					
From November 1934, the Air France service was no longer offered					
<i>Source: Oliver Andrew, The Stamps and Postal History of the Gambia</i>					
Rates from Sierra Leone		to UK	to France	to Morocco	to Algeria
2 November 1926	½ oz	1½d + 8d	3d + 8d	3d + 6d	x
	1 oz	1½d + 10d	3d + 10d	3d + 7d	
15 December 1926	½ oz	1½d + 10d	3d + 10d	3d + 7d	
	1 oz	1½d + 1/1	3d + 1/1	3d + 9d	
7 October 1927	½ oz	1½d + 10d	3d + 10d	3d + 7d	3d + 8½d
	1 oz	1½d + 1/4	3d + 1/4	3d + 1/-	3d + 1/2
1 November 1927	½ oz	2d + 10d	3d + 10d	3d + 7d	3d + 8½d
	1 oz	2d + 1/4	3d + 1/4	3d + 1/-	3d + 1/2
9 April 1930	½ oz	2d + 1/-	3d + 1/-		
	1 oz	2d + 2/-	3d + 2/-		
x = service not offered					
<i>Source: Sierra Leone PO Rules and Gazette Notices</i>					
Rates from Gold Coast and Nigeria by Air France were never published, nor the service offered - <i>unless you know otherwise.</i>					

Notes: In August 1928 the PMG Freetown noted 'recent accounts for the Dakar-Toulouse service were settled at the rate of 240.92 francs per kilogram, 13.1 pence per ounce (fixed in December 1926 when the franc was about 122.5 to the £: it had varied from 160 - 180 in August 1926 and was 169 on 13th October, 1926). It would appear that the rate has since been reduced, on the stabilisation of the franc, to 44 francs gold per kilogram - 1/- per ounce approximately. The postage rates charged to the Public in this Colony as shown in the Air Mail leaflet were based on 100 francs to the £.' (Ref. 1).



Figure 7

Cover cancelled at Bathurst, first on 3 September 1926, secondly (the 1d stamp) on 4 September. Franked 1/3d, i.e. 1½d postage plus 3d registration fee (both these paid by the imprinted stamp), plus 9½d air mail fee (1d underpaid) plus 1d added to make correct rate for a letter of ½ oz - 1 oz, revised rates



Figure 8

Cover cancelled at Bathurst 4 December 1927 Franked 1/1½d, i.e. 3d foreign postage plus 10½d air mail fee for a letter of ½ oz - 1 oz, revised rates

References

- 1 Papers in the Royal Mail Archive (now BPMA), photocopied by Peter Wingent in the mid-1980s. Exact references are unfortunately unavailable, but scans/photocopies can be provided on request
- 2 Andrew J. Oliver, *The Stamps and Postal History of the Gambia*, WASC 1985
- 3 Collot Gerard & Cornu Alain, *Ligne Mermoz*, Sinais 1990
- 4 Furfie Michael, *British Civilian Postal Rates of the 20th Century*, 2000



St Helena Censor 'W.M.'

Wilf Vevers FRPSL

This article was initially published in the Summer 2018 edition of Postscript (The Society of Postal Historians) and is published here with thanks to their President who is also the author - Barry



Figure 1 BW1 Censor Circle with initials 'WM' in red

Colonel Adolf Schiel noted in his autobiography (Ref. 1) that 'English Officers often had to do the job of the German censors'. He specifically referred to 'One young Lieutenant of the West Indian Hussar Regiment censored German post for some time'. He also noted that 'He was one of those officers who had been sent to bed by their troops during the uprising of the West Indians in Jamestown and was posted to Sierra Leone shortly after that'.

On 3 September 1900 the transport *Derwent* arrived from Bermuda with Captain Stevens, Lieutenants Hughes-Hallett and Maule, plus 233 NCOs and men of the 1st West Indian Regiment.

At a charity concert in Jamestown on 1 January 1901 a confrontation took place between sailors from HMS *Thetis*, an Apollo Class Protected Cruiser, and men from the 1st West Indian Regiment with the result that over the next two days the West Indians were in a state of rebellion. Finally brought to book by the sailors from HMS *Thetis* and other troops on the Island, all the officers and men were taken from the Island to Sierra Leone by the transport *Colombian* on 13 January 1901.

The censor of the envelope in Figure 1 is therefore confirmed as Lieutenant W.J. Maule. He appears to have commenced as a censor on St Helena in November 1900 and ceased in early January 1901. His initials always appear in red ink.

Reference

- 1 Oberst Schiel, *23 Jahre Sturm und Sonnenschein in Sudafrika*, Published by F.A. Brockhaus



Air Mail Services to the Gold Coast Prior to 1936

John Rawlins

There was no official service until the introduction of the link with Nigeria, via Egypt and Khartoum on 9 February 1936. However, from 31 March 1926 mail for Gambia, Sierra Leone, (but not the Gold Coast), French Guinea and the Belgian Congo could be sent by the French Air Mail service Toulouse-Casablanca-Senegal. Onward dispatch was by steamer.

Initially the Air fee was 8d up to ½ oz; 10d up to 1 oz; 1½d up to 3½ oz; and 6d for each additional 3½ oz, together with Imperial or Foreign postage. After several changes, on 2 January 1935 rates were reduced to 9d per ½ oz inclusive, to Gambia and Sierra Leone, and 10d per ½ oz inclusive, elsewhere. At no time was there any mention of an Air Mail service to the Gold Coast.

The Spring edition of the 1932 Air Mail leaflet announced that the public could elect to send mail to countries not normally served by Air Mail, by sending it via a nearby country, for onward transmission by surface mail.

To foreign countries one penny was charged over and above Air Mail to the point of disembarkation, but no extra fee was charged to Empire destinations.



Figure 1 Bristol to Accra via Dakar
(reverse shown at 70%)

This cover (Figure 1) was posted in Bristol 7 March 1935, and should have been inscribed 'By Air to Senegal'. As the 4d stamp paid at least 25% of the correct Air Mail postage, it was forwarded by air to Paris (9 March 1935) and Dakar, Senegal (11 March). The journey to Accra by sea took a further nine days.



A surcharge of 120 gold centimes ($\equiv 1/-$) is twice a deficiency of 6d, indicating a correct rate of 10d; i.e. the rate for Senegal, rather than the 9d rate for the Gambia and Sierra Leone.

A Tristan Snippet: Mail from Kirkwall in 1916

Dr A. David Kindley FRPSL

In the papers of the late Ron Stables there was a folder of photocopies entitled 'Notes for a History of Orkney Postal Services. Written by John Gear, Kirkwall Head Postmaster; in post at Kirkwall 1962-66, then retired'. The cover is further endorsed 'Photocopies taken from papers held by Mr. Gear's family (Mr. Gear died in Aberdeen in 1992) copied 2 April 1992'.

On page 5 of the section devoted to 1914-18 is the following:-

'One unique despatch made from Kirkwall is shown in the records. In October 1916 a mail was sent to Tristan da Cunha. this consisted of seven letter and twelve parcel bags London to Tristan and one letter bag, Kirkwall to Tristan da Cunha, forwarded by the Norwegian steamer "Ocean". A note in the record comments:- "It is understood that the previous mail was dispatched ten years ago". One wonders what the Kirkwall bag contained and no doubt the philatelists would be most interested in any cover that may have survived'.

Note by ADK: There is no mention of this, or Gear's work, in Mackay's *Islands Postal History 7, Orkney and Stroma*. Mr. Gear's proposed book does not seem to have been published despite encouragement by the eminent Orcadian historian Ernest Marwick, and J. Douglas Drummond of Post Office Headquarters, Edinburgh. Letters from both these gentlemen are in the photocopies. I have no idea where the 'records referred to by Mr. Gear are now, they might be in Orkney Museum and Archives.

Dr A.D. Kindley FRPSL
Librarian, Scottish Postal History Society



The Islanders Return to Tristan in 1963 on RMS *Amazon*

Richard Moss



Figure 1 Collectors souvenir cover

On 17 March 1963 the advance party for the re-settlement of Tristan left Tilbury on RMS *Amazon*. This ship took them to Rio de Janeiro where they transferred to MV *Boissevain* for the final leg of the voyage to Tristan da Cunha. Some souvenir mail arranged by a collector from the *Amazon* leg of the voyage can be found with some difficulty (Figure 1) but very few items of personal mail from islanders come to light.

Port	Arrival	Departure
London, Tilbury	-	17th Mar 63, 14-57
Cherbourg, France	18th Mar 63, 06-54	18th Mar 63, 16-09
Vigo, Spain	20th Mar 63, 08-55	20th Mar 63, 18-55
Lisbon, Portugal	21st Mar 63, 09-48	21st Mar 63, 21-35
Las Palmas, Canary Islands	23rd Mar 63, 13-15	23rd Mar 63, 17-52
Rio de Janeiro, Brazil	1st Apr 63, 08-02	-

Figure 2 Extracts from the *Amazon* Ship's Log

On its way to Rio the ship made four calls, at Cherbourg, Vigo, Lisbon & Las Palmas. The exact timings, extracted from the ship's log held in the Maritime History Archive at the Memorial University of Newfoundland, are set out in Figure 2. Any researcher of British Empire merchant vessels would be well advised to start there as they claim to hold 70% of surviving records from 1857 to 1942 and from 1951 to 1976.

I recently acquired two items of islander mail which are illustrated and described here. In addition to these two I have traced in other UK collections two aerogrammes, posted from Las Palmas to Tristan Close, Calshot, and a letter posted on board to another Tristan Close address. There may be others and if you have any of them it would be of interest if these could also be recorded.



Figure 3 Cover posted in Lisbon with (inset) senders name on rear flap

The first (Figure 3), is a cover posted from Lisbon. The postmark date coincides with the ship's arrival at Lisbon and the sender's name is on the rear of the cover. At the time of writing this is the only recorded item written by any islander and landed from the ship in Lisbon. The air mail mark and 'Inglaterra' mark on both illustrated covers suggest these may well have been handed in on board and posted by the Purser's office on arrival. This is so far the only recorded cover from this voyage with a Lisbon cancellation.



Figure 4 (above)

Card posted at Rio 1 April 1963



Figure 5 (right)

Picture on card
showing RMS Amazon
(scanned at 75% size)

The second item is a ship's card posted in similar circumstances at Rio de Janeiro (Figures 4 & 5). The senders were Clara, Frank & their daughter Peggy Glass. As at 2018 the recipient Gavin Green is still a resident on Tristan. The Rio machine postmark, presumably applied by the ship's Rio agents, is also the date of arrival of the ship.

These are clearly very important items, adding to the philatelic history of the Tristan 'Volcano Period 1961 - 1963'. The previous owner of these is unknown but it was an overseas collector.



Location of the Post Office at Zungeru, Capital of Northern Nigeria, 1902-17

Dr Simon Heap

The British protectorate of Northern Nigeria began on 1 January 1900, with a formal ceremony at Lokoja at the confluence of the Rivers Niger and Benue.

With Lokoja and Jebba further upstream on the River Niger unsatisfactory places to be the long-term capital of Northern Nigeria, the hunt was on for a new spot to plant the British flag and declare itself the new centre of administrative control. In February 1901, Governor Frederick Lugard travelled to Wushishi, accompanied by the head of the Public Works Department Director, Principal Medical Officer and the Chief Surveyor, to select a site for the new capital (Ref. 1).

Zungeru was chosen and became the capital of Northern Nigeria in 1902. A great deal of money was spent in turning the bush into a place suitable for colonial bureaucrats. A steel bridge was built over the Kaduna River to carry the cart road to Zaria and Kontagora, and a branch of the tramway was laid over it.

I have had this photo postcard in my Northern Nigeria collection for a long time, and wondered if the building beside the ornate bridge was the Post Office.

Figure 1 (right)

**Zungeru Treasury
and Bridge**



Figure 2 (below)

**Zungeru
Post Office,
Secretariat
Treasury**
(shown at c.70%)



That question was resolved when I recently spotted in a large consignment of hundreds of covers and postcards at a local Oxfordshire auction this photo postcard entitled 'View of Zungeru'. It was very nicely annotated with the words, left to right, Post Office, Secretariat and Treasury.

Reference

- 1 Kirk-Greene A.H.M. and Campbell M.J., "The Capitals of Northern Nigeria" p248, *Nigeria Magazine*, 54, 1957

St Helena 1934 Centenary Issue

Stocks at St Helena, including Numbers Destroyed

Bernard Mabbett & Barry Burns FRPSL

Bernard has recently been trawling through the thousands of photographs that we took during our visits to the St Helena Archives and Post Office cellar in 2009 and 2013. One of the ledgers found in the cellar contained comprehensive details of the stamp stocks held at the Post Office dating from 1903.

Figure 1 illustrates the supplier's label on the front endpaper, which shows the ledger was supplied by W.P. Griffith & Sons of Old Bailey, London EC on 30/6/(18)97, and Figure 2 the handwritten text on the flyleaf. This is of some interest:

*International Postal Union formed at Berne (Swis[sic]) 1874, further Congress held at Paris 1878, and at Lisbon 1885, and provisions made for Congress meetings every 5th year at the different Capitols (sic).
St Helena joined P.U. 1st Oct 1896*



Figure 1
Label on
endpaper (left)

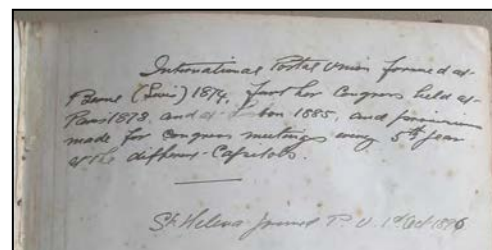


Figure 2
Note on flyleaf
(right)

This article concentrates on the stocks of the 1934 Centenary of British Colonisation set, issued 23 April 1934. The records are on pages 337 and 338 of this ledger, illustrated as Figures 3 and 4 (overleaf). The ten values, from ½d to 10/- are in columns, and the stocks held over time entered across the sheet in rows.

The stamps were issued in sheets of 60, printed by Bradbury Wilkinson & Co. Ltd. Generally the numbers refer to full sheets, with part sheets being entered as $\frac{x}{60}$, thus half a sheet would be expressed $\frac{30}{60}$. The final column on the right gives the value in £. s. d. of the total number of stamps on that date. Entries in red ink refer to new additions to stock, transfers, or withdrawals/destruction.

There were two printings, under Requisition Numbers 1301 due 25 January 1934 and 1393 due 11 October 1834. Table 1 gives the total number of sheets for each value printed, and the number of sheets distributed to dealers i.e. NOT sent to St Helena. All this data is from the Crown Agents Archive at the British Library, and not from the Island.

Value	Requisition	Sheets Printed	For Dealers	Requisition	Sheets Printed	For Dealers
½d	1301	1,200	600	1393	636	Nil
1d		950	350		660	Nil
1½d		694	300		220	Nil
2d		885	250		220	Nil
3d		415	200		220	Nil
6d		370	170		55	Nil
1/-		240	140		110	Nil
2/6d		145	90		18	Nil
5/-		125	70		Nil	Nil
10/-		80	40		Nil	Nil

Table 1 Sheets Printed, from CA Records at British Library

Returning to the St Helena ledger, Table 2 gives details of the stocks received at Jamestown together with the balance on 4 September 1935 when the total stock was destroyed by fire.

Value	½d	1d	1½d	2d	3d	6d	1/-	2/6d	5/-	10/-
Received 5.3.34	600	600	394	635	215	200	100	55	55	40
Received 1.11.34			3 ⁴⁵ / ₆₀	14 ³⁴ / ₆₀		6 ² / ₆₀		17 ³⁴ / ₆₀	14 ¹³ / ₆₀	1 ¹ / ₆₀
Received 18.12.34	636	660	220	220	220	55	110	18		
Total	1236	1260	614 ⁴⁵ / ₆₀	869 ³⁴ / ₆₀	435	262 ²⁰ / ₆₀	220	80 ³⁴ / ₆₀	69 ¹³ / ₆₀	40 ¹ / ₆₀
Balance 4.9.35	6 ²⁹ / ₆₀	47 ⁹ / ₆₀	105 ³⁶ / ₆₀	243 ⁴⁷ / ₆₀	105 ²² / ₆₀	23 ⁵⁴ / ₆₀	41 ²¹ / ₆₀	37 ² / ₆₀	29 ¹ / ₆₀	6 ⁵⁶ / ₆₀
Stamps 4.9.35	389	2829	6336	14627	6322	1434	2481	2222	1741	416
Value (£.s. d.)	0.16.2½	11.15.9	39.12.0	121.17.10	79.0.6	35.17.0	124.1.0	277.15.0	435.5.0	208.0.0
Total Value of Stock Destroyed 4/9/1935 = £1,334 0s. 3½d										

Table 2

Summary of stamps received, value, and numbers destroyed by fire on 4 September 1935

Comments on Tables 1 and 2

- 1 The stamps received from the Crown Agents on 5 March 1934 and 18 December 1934 agree exactly with those dispatched from the Crown Agents on 25 January and 15 October 1934.
- 2 The small numbers received on 1 November 1934 (from CA according to the ledger) were not from another printing - but could they have been unsold stamps from the original dealer allocation? A note in the Requisition Books states: *All stamps for despatch to the Colony to be interleaved with wax paper. Any sheets of Dealers supplies remaining over should also be interleaved before despatch to St Helena.* (My emphasis - Barry)
- 3 If this be the case, it appears all the other stamps allocated to dealers were sold. We could therefore speculate the numbers of stamps sold to be as shown in Table 3.

Value	Total Sheets Printed	Total Stamps Printed	Stamps Destroyed at St Helena	Unsold to Dealers	Sold to Dealers	Sold Locally	Total Sales
½d	1800	108,000	389		36,000	71,611	107,611
1d	1550	93,000	2829		21,000	69,171	90,171
1½d	900	54,000	6336	225	17,775	29,889	47,664
2d	1050	63,000	14627	874	14,126	34,247	48,373
3d	600	36,000	6322		12,000	17,678	29,678
6d	420	25,200	1434	380	9,820	13,946	23,766
1/-	340	20,400	2481		8,400	9,519	17,919
2/6d	157	9,420	2222	454	4946	2,252	7,198
5/-	120	7,200	1741	853	3347	2,112	5,459
10/-	80	4,800	416	1	2399	1,985	4,384

Table 3

**Total Stamp Sales by Dealers and at St Helena
(but see note 3 above)**

Acknowledgements

With thanks to David Beech, Paul Skinner and staff at the British Library for help and permission to publish details from the Crown Agents records when I visited in 2005 - *Barry*

Also to Edward Baldwin, the Museum, Archives and Post Office at St Helena during our visits in 2009 and 2013

37. Special Centenary ^{series} k: 4 shews 4 60 start															19-
	$\frac{1}{2}$	1	$1\frac{1}{2}$	2	3	6	11	2/6	5/	10/					
1934															
Rec'd in Value.	600	600	394	635	216	200	100	55	55	40	3889				
5/3/34.	$\frac{4}{60}$	$\frac{4}{60}$	$\frac{4}{60}$	$\frac{4}{60}$	$\frac{4}{60}$	$\frac{4}{60}$	$\frac{4}{60}$	$\frac{4}{60}$	$\frac{4}{60}$	$\frac{4}{60}$	$\frac{4}{60}$	3	18	8	
From Value - for 18.29.34	599 $\frac{55}{60}$	599 $\frac{55}{60}$	393 $\frac{55}{60}$	634 $\frac{55}{60}$	214 $\frac{55}{60}$	199 $\frac{55}{60}$	99 $\frac{55}{60}$	54 $\frac{55}{60}$	54 $\frac{55}{60}$	39 $\frac{55}{60}$	3885	1	4		
From Value - 21/4/34	39 $\frac{55}{60}$	39 $\frac{55}{60}$	24 $\frac{55}{60}$	39 $\frac{55}{60}$	24 $\frac{55}{60}$	19 $\frac{55}{60}$	9 $\frac{55}{60}$	4 $\frac{55}{60}$	4 $\frac{55}{60}$	2 $\frac{55}{60}$	321	13	10		
	560	560	369	595	190	180	90	50	50	37	3563	7	6		
From Value - 10/5/34	50	40	25	40	20	10	10	5	5	2	278	2	6		
	510	520	344	555	170	170	80	45	45	35	3285	5	0		
From Value - 14/6/34	20	30	10	40	10	10	5	-	-	2	1131	5	0		
	490	490	334	515	160	160	75	45	45	33	3154	0	0		
4/7/34.	30	30	10	20	-	10	-	3	-	-	62	10	-		
	460	460	324	495	160	150	75	42	45	33	3091	10	0		
From Value - 19/7/34	30	30	20	30	10	10	10	3	2	1	168	15	0		
	430	430	304	465	150	140	65	39	43	32	2922	15	0		
From Value - 26/7/34	30	60	30	30	20	-	-	-	-	-	60	0	0		
	400	370	274	435	130	140	65	39	43	32	2862	15	0		
From Value - 14/8/34	60	70	25	10	15	10	10	3	3	2	223	2	6		
	340	300	249	425	115	130	55	36	40	30	2639	12	6		
From Value - 30/8/34	90	50	10	20	5	5	3	1	1	-	80	5	0		
	250	250	239	405	110	125	52	35	39	30	2559	7	6		
From Value - 20/9/34.	70	40	30	40	30	12	15	5	2	2	263	0	0		
	180	210	209	365	80	113	37	30	37	28	2296	7	6		
From Value - 11/10/34	-	20	10	20	-	-	-	-	-	-	18	15	0		
	180	190	199	345	80	113	37	30	37	28	2277	12	6		
From Value - 23/10/34	60	40	15	30	10	10	4	2	1	1	132	12	6		
	120	150	184	315	70	103	33	28	36	27	2145	0	0		
Rec'd in Value - from C.A. 1/11/34	-	-	3 $\frac{45}{60}$	14 $\frac{34}{60}$	-	6 $\frac{2}{60}$	-	17 $\frac{30}{60}$	4 $\frac{13}{60}$	-	363	4	9		
	120	150	187 $\frac{45}{60}$	329 $\frac{34}{60}$	70	109 $\frac{2}{60}$	33	45 $\frac{30}{60}$	50 $\frac{12}{60}$	27 $\frac{1}{60}$	2508	4	9		
From Value - 15/11/34	100	60	30 $\frac{45}{60}$	35 $\frac{34}{60}$	20	20 $\frac{2}{60}$	15	3 $\frac{30}{60}$	3 $\frac{13}{60}$	3 $\frac{1}{60}$	312	7	3		
	20	90	157	294	50	89	18	42	47	24	2195	17	0		
Rec'd from CA 18/12/34	636	660	220	220	220	55	110	18	-	-	1149	10	0		
	656	750	377	514	270	144	128	60	47	24	3345	7	6		

Figure 3

Page 337 of the Stamp Stocks ledger

	$\frac{1}{2}$	1	1 $\frac{1}{2}$	2	3	6	11	26	51	19		
1924												
From Cash	656	750	377	514	270	144	128	60	47	24	3345	7 6
From Cash	205	73	32	49	32	15	15	4	3	3	336	17 6
From Cash	451	677	845	465	238	129	113	56	44	21	3068	10 0
From Cash	40	45	25	40	30	10	6	3	2	2	213	12 6
From Cash	411	632	320	425	208	119	107	53	42	19	2794	17 6
From Cash	30	30	20	30	-	10	5	2	2	1	138	15 0
From Cash	381	602	300	395	208	109	102	51	40	18	2656	2 6
From Cash	90	45	30	30	35	30	16	3	3	2	295	10 0
From Cash	291	557	270	365	173	79	86	48	37	16	2360	12 6
From Cash	75	10	-	20	-	-	-	-	-	-	21	17 6
From Cash	216	547	270	345	173	79	86	48	37	16	2338	15 0
From Cash	125	80	64	35	30	30	30	10	6	5	549	12 6
From Cash	91	467	206	310	143	49	56	38	31	11	1789	2 6
From Cash	20	30	20	20	-	-	-	-	-	-	27	10 0
From Cash	71	437	186	290	143	49	56	38	31	11	1761	12 6
From Cash	71	420	80	70	50	40	25	6	6	5	636	7 6
From Cash	-	17	106	220	93	9	31	32	25	6	1125	5 0
From Cash	-	-	8	-	-	-	-	-	-	-	3	0 0
From Cash	-	17	98	220	93	9	31	32	25	6	1122	5 0
From Cash	6 $\frac{29}{60}$	30 $\frac{9}{60}$	7 $\frac{36}{60}$	23 $\frac{47}{60}$	12 $\frac{22}{60}$	4 $\frac{54}{60}$	10 $\frac{21}{60}$	5 $\frac{2}{60}$	4 $\frac{1}{60}$	5 $\frac{56}{60}$	211	15 3 $\frac{1}{2}$
From Cash	6 $\frac{29}{60}$	47 $\frac{9}{60}$	105 $\frac{36}{60}$	243 $\frac{47}{60}$	105 $\frac{22}{60}$	23 $\frac{54}{60}$	41 $\frac{21}{60}$	37 $\frac{2}{60}$	29 $\frac{1}{60}$	6 $\frac{56}{60}$	1334	0 3 $\frac{1}{2}$
(656)												
Computed that the amount of \$1334.03 $\frac{1}{4}$												
have this day been destroyed by fire												
4 th Sept. 1925												
J. H. Smith												
W. H. Smith												
Arthur H. Smith												

Figure 4

Page 338 of the Stamp Stocks ledger

Ascension Wreck Cover

Jeremy Martin FRPSL

A recent Murray Payne sale (Ref. 1) included a wreck cover (Figure 1) which, I believe, has not been illustrated in *Cameo* before.



Figure 1 Water-damaged cover from Ascension

The catalogue description was:

“Undated envelope to UK with 1d perf 13, ... This is badly water-stained and has two boxed purple cachets, DAMAGED BY SEA WATER and ‘*Timbre-poste perdu en transit./Postage Stamp lost in transit.*’. Undoubtedly has lost a 2d stamp making the 3d rate. Whether damaged during transfer of mails or recovered from a shipwreck is a matter for conjecture”.

Reference

- 1 Murray Payne auction of 8 March 2018, p26, Lot 89



The Stefan F. Heijtz Collection of St Helena PH Sale at Grosvenor; Part 2

Barry Burns FRPSL and Bernard Mabbett

The first part of Stefan’s award winning St Helena PH collection was sold through Grosvenor Auctions on 27 April 2017 and reported in *Cameo* 101 (Ref. 1). The second and final part was sold at the same venue on 1 March 2018. Unfortunately this was during the disruptive weather the UK was experiencing as the Beast from the East brought snow and very cold conditions - whether this affected the results is unclear. What we do know, however, is that at least two WASC members were unable to attend; in Barry’s case because driving to the railway station was almost impossible, and so we were obliged to bid live online.

There were 142 Lots this time, from all periods to the early 1930s, with strong sections of Early Mail (including incoming), Forwarding Agents and Official Mail with Castle handstamps. Since last year’s sale Grosvenor have increased their buyers’ premium from 22.8% to 24% and the prices realised shown here (in italics) include this amount.



Lots (clockwise from top left) 1265 1270 1274 1282

Lot 1265 The earliest known letter from St Helena, 1677 (ca.) despatch to the East India Company in London from Capt. Gregory Field, William Rutter and John Greentree, endorsed “The Governor’s Attestation to be/presented to the Company” and providing an account of the conduct of Capt. Anthony Beale with mention of astronomer Edmund Halley, without postal markings having been carried by a Company vessel.

Est. £2,000-£3,000 (£4,340)

Lot 1270 Dunlop correspondence Packet Letter to Scotland dated 23 May 1816, with India Packet Letter and additional ‘½d’. The entire is rated ‘7/-’ and ‘9/4d’. The Packet rate to the UK was 3/6d, and inland rate to Scotland 1/2d. This letter being double rate ‘7/-’ plus ‘2/4d’ = 9/4d. The Packet Service was started on 11 July 1816 and suspended on 12 July 1818. The St Helena Packet Letter handstamp did not come into use before August 1816, so this Packet Letter pre-dates the use of the handstamp.

Est £600 - £800 (£930)

Lot 1274 The St Helena Packet Letter handstamp, 1820 (Mar 2) entire to George Hodson at the Missionary Rooms in London, written by midshipman John Harper on Feb. 25; fine strike of the mark with SHIP LETTER alongside, charged at 1/6, being the 8d ship rate + 10d inland rate, carried on the *Lord Wellington* departing this day and with m/s receiving note of May 3.

Est. £2,500-£3,000 (unsold)

Lot 1282 PO Fee, 1940 ship letter to Canada headed “Longwood/October 19th 1840”. Fascinating letter concerns scientific observations and first hand account of the exhumation of Napoleon’s body.

Est. £1,200-£1,500 (£2,976)

Lot 1296 1820 Soldiers mail addressed to St Helena from Ireland sent by Ship Letter due to the unavailability of Mail Packets. Endorsed ‘Post Paid’ and rated ‘P3/8d’ in red comprising 9d from Cashel to Dublin, 2d Dublin to Holyhead, 1/- Holyhead to London, and 1/9d half packet rate London to St Helena. London Post Paid Ship Letter 14 October 1820.

Est. £600 - £800 (£1,116)



Lot 1284 Original and Duplicate Letters, 1845 (Dec. 8) 'original' and 'duplicate' letters from Saint Helena to Calcutta via the U.S. commercial agent in Mauritius, matching messages sent separately to improve the chances of safe delivery, the former endorsed "p. Rustomjee Cowasjee", the latter "p. Nankin", both rated 4a.6p. with Mauritius P.O. transit in red (Jan. 24 and Jan. 20 respectively), and Calcutta Ship Letter arrivals of Mar. 14 and Apr. 4 respectively. The rarest of pairings, almost never encountered.
Est. £1,500-£2,000 (£2,852)



Lot 1284 (above)

Lot 1289 Soldier's Concessionary Rate, entire letter written by Gnr. T. Dawson, to his parents in Glasgow during his return passage, headed "Ship Windsor Castle/off St. Helena Island/26th February 1860" countersigned by commanding officer, carried on the mail steamer *Norman*. Ex Sattin.
Est. £1,500-£2,000 (unsold)

Lot 1305 1896 Russian 3k. postal stationery card addressed to Solomon Hogg & Co., sent from Moscow Feb. 24, uprated by 1k. for 4k. rate and showing fine strike of "SOLOMON, HOGG/-9 MAY 96/ST. HELENA" double oval receiving datestamp on reverse.
Est. £500-£600 (£620)

Lot 1308 1836 wrapper sent from Singapore July 8 addressed to Dan Bradley, Marcellus, N.Y., U.S.A. by his son, endorsed "Forwarded from St. Helena by /Yrs. respectfully/W. Carrol/U. States Consular/Agent at/St. Helena", charged "203/4"(c.) and showing rare octagonal framed marking showing square rigged ship alongside and Philadelphia Nov. 13 receiving datestamp, both in red.
Est. £3,000-£4,000 (£3,720)



Lots
1289 (left)
1305 (right top)
1308 (right bottom)

Lot 1319 George W. Kimball, "FORWARDED FROM ST. HELENA/BY/GEORGE W. KIMBALL/ U.S. COMMERCIAL AGENT" type FAC.5, a fine strike, one of just three known examples of this cachet, on 1856 (Jan.) wrapper to D. & A. Kingsland & Sutton in New York with further fair strike across reverse, with New Bedford, Mass receiving c.d.s. of Mar. 5 and straight line "SHIP", charged "5"(c.) being the 2c. ship rate added to the 3c. U.S. inland rate.
Est. £2,000-£2,500 (£1,984)

Lot 1320 Solomon, Moss, Gideon & Co., "SOLOMON, MOSS, GIDEON & Co./St. HELENA" type CC.2, the unique example on 1876 (Apr. 21) envelope franked 1s. at 1/2oz. packet rate cancelled rectangular 'cork' with despatch c.d.s. alongside, light vertical folds.
Est. £1,500-£2,000 (£1,612)

Lot 1323 1856 imperf. 6d. marginal pair with ornamental manuscript 'sunburst' cancellations paying 1s. 1/2oz. packet rate on 1864 (Jan. 20) envelope to W.L. Goodman in London, with lightly struck oval despatch datestamp in black, marked "11" for British share of postage and with Feb. 25 London Paid arrival c.d.s. RPSL certificate (2016).
Est. £4,000-£5,000 (£4,960)



Lots
1319 (left top), 1320 (left bottom),
1323 (above)

Reference

- 1 Burns B., "The Stefan F. Heijtz Collection of St Helena PH, Sale at Grosvenor; Part 1", *Cameo*, Volume 18 pp135-139, WASC, June 2017

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