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Journal of the
West Africa Study Circle

West Africa



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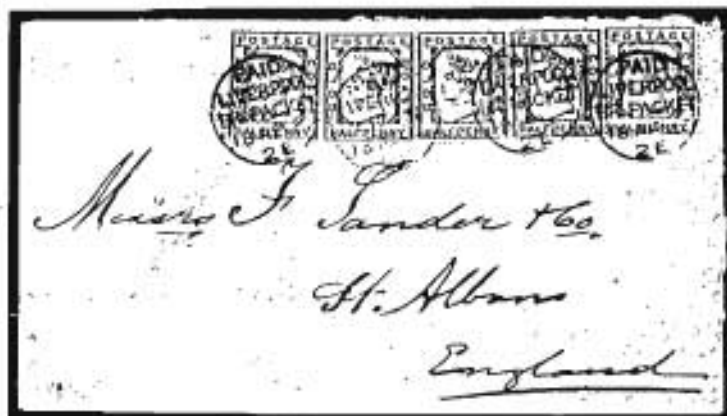
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EDITORIAL

You will have noticed that the format of the front cover has slightly altered. The volume, number and date will now be found on this page for the next 6 issues after this one. The reason is solely to save expense by enabling us to obtain the cost advantages of a long run of identical covers and backs.

Additionally the Journal will now be prepared in a ready to print form which will ensure further substantial cost savings without loss of quality. This will hopefully return the Society to the sunny uplands of solvency. You will also have noticed that for the first time we have priced members small advertisements in the hope that you will take advantage of this facility.

However, juggle as we may with printing costs, in the end the Journal stands or falls on the quality of our members contributions, which quality I am glad to say, from the short time your new Editor has had the mantle of greatness thrust upon him, shows no sign of faltering.

I am sure you would wish me to end this first editorial with a hearty vote of thanks to your previous Editor whose sterling efforts for many years has maintained the high quality of this Journal.

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The Circle covers The Gambia, Gold Coast, Nigeria, Sierra Leone plus Ascension, Camerouns, St. Helena, Togo and nearby British Postal Agencies.

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U.K. Members £12 per annum
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AUCTION REPORTS

The 'Ashanti' Gold Coast Sale - Jeremy Martin

This sale of Gold Coast, held by Stanley Gibbons Auctions on 24th January 1991, was, to the knowledge of the writer, the most important so far of this country. This was taking into account not only the rarities on offer but also the wide range of less scarce material.

Prices noted are with the 15% buyers premium but not VAT on the premium. Estimates are shown in brackets. Any errors are down to me. I was at the sale and noted realisations and unsolds as the afternoon progressed. Several circle members attended and discussed tactics in anxious anticipation.

The sale opened with pre-stamp material. The 1788 entire from Akra to Le Havre (believed to be the third earliest cover known from the Gold Coast made £1380 (£1000)). Most of the later missionary covers did not sell.

A Cape Coast Castle Paid, Macrae 1, of 1859 reached £1840 (£1000) and a Macrae 6, similar wording in small circles £1380 (£850). The Gold Coast Paid, Macrae 5, sold for £3105 (£1800).

The black Cape Coast Castle c.d.s., Macrae 7, from 1869 to 1871 fetched £253 (£180), £265 (£240) and £207 (£200) respectively. The lovely stampless envelope with the boxed Unpaid used in 1876 seemed cheap at £1092 (£1200).

Next the stamps. The 1875 Die Proofs also seemed bargains at £97 - £150 (£100 - £120). A first 6d. S.G.3 on cover from Axim made £920 (£750). From the 1884 - 91 issue the 2½d. imperf. essay made £368 (£300) and the 3d. perforated essay £437 (£440).

There were three rare items in the 1891 surcharge section. A single on a local commercial cover sold for £747 (£400). A mint block of four with 7 mm. and 8 mm. settings se-tenant £437 (£280) and an unused pair, 8 mm. setting but one stamp without surcharge £483 (£400).

It is only possible to pick high-lights and important items. To close the stamp part of the sale, the 1921 - 24 15/- and £2 with small specimen type D9 were knocked down for £437 (£500).

The next section included the Ashanti War covers. The 1874 Wolseley envelope with Liverpool P.S. Packet was below estimate at £812 (£850). An 1898 postal stationery card with a Gambaga handstamp sold for £920 (£1000), a Northern Territories front used internally £632 (£700) and an 1899 N.T. entire £690 (£700).

The first lot in the postmark section stunned the Room. This was a Type 17 Abetifi used on a card in 1914 and believed the only known example. This soared to £506 against an estimate of £80. The Addah seal on cover made £1610 (£1000). The illustration on the front cover of the catalogue, four x 1876 6d's, used at Axim went for £690 (£500). A superb strike of the boxed Elmina Paid on a 1½d. stationery card found a new home for £1495 (£1300).

Generally, prices for cancellations were mixed, several lots not selling. There were exceptions such as a Type 5 Kwissa in violet on a stamp making £460 (£100).

The postcard essays went for below the estimates. A proposed 1d. reply card sold for £241 (£300) as did a similar 1½d. example. The 1½d. reply with stamp section hand-painted in the issued colour reached £747 (£900). Much of the Registered postal stationery was unsold unless it was unusual e.g. the Q.V. envelopes with head at the top. I would have enjoyed spending some hours researching that part of the collection before it was broken up. According to my notes about 39% was unsold. Perhaps there was just too much material for the market to absorb in one go.

S.G. kindly provided us with some hock to help steady our hands as we wrote our cheques and pondered, if we had tried for such and such an item instead of..... but then hindisght is a wonderful thing.

Early Nigeria at Phillips 31st January 1991 - Jack Ince

Most members received, courtesy of Phillips, a copy of this catalogue for a British Commonwealth sale which was notable for the fact that well over 100 lots comprised very fine material from early Nigeria, mostly pre-1914. The room was full and it was good to see other Circle members, including one or two we rarely see at meetings.

Our old friend David Boyd mounted the rostrum promptly at 11 am. and then proceeded to exhort us all to bid well, if not in our own interests, at least in his, as it was the last auction in his firm's year and he would be glad of some help!

Doubtless still won over by his charm, the introductory general lots were the subject of spirited bidding, the opening lot reaching £4500, against a valuation of £1500/£1700. All realisations quoted in the article are hammer prices i.e. before buyers premium and VAT. And so it continued, if on a more subdued, but still eminently satisfactory, note (you should have seen David's beaming face, he even enquired whether we were as hot as he was and a staff member obligingly opened up the ventilators - which cooled us down a bit).

The earlier items in the classified section were of little concern to circle members, but the increasing interest in stamp booklets was evidenced by a successful bid of £950 for a complete 1910 Hong Kong \$ booklet against a valuation of £120/£150.

The Lagos lots sold well mostly reaching valuation or above. Somewhat surprisingly lot 224 - a mostly mint, mixed, lot, valued at £300/£350 went for £650, while lot 232, a study of the Lagos Provisional ½d. on 4d., realised £220 (£120/£150).

The Niger Coast section comprising over 40 lots of 'provisionals' did not raise much excitement and prices barely reached valuations, which seemed in any case on the low side. Surprisingly, lot 230, although specifically "not guaranteed" and comprising 16 provisionals of varying quality, including some Fournier forgeries (not easy to identify), sold for only £250 against a valuation of £300/£400. Notably, lot 320, a fine 1/- intermediate Oil Rivers (unaltered) die proof went for £520 (£300/£400).

There followed 8 Niger Territories covers which sold at prices lower than could be bought from any dealer, although the 3 military covers (lots 337, 340 and 341) all reached prices between £2-300.

It was good to see the interest shown in some 20 Nigerian lots where prices generally were well up to valuation (including lot 364 Biafra), and especially in George VI and QE II issues. Lot 363, 1956 Royal Visit 2d. block with overprint inverted, reached £420 (£200/£250).

Northern Nigeria lots got off to a sparkling start with lot 369, a De la Rue Appendix Sheet 1899 6d. Imperium Proofs, racing away to reach £1100 (£600/£800), still a bargain for an 'afficienado! How nice to have such a long pocket! Generally this section also sold well, especially covers, notably lot 378, a 1904 cover originating from the Anglo German Boundary Commission, going for £280 (£120/£150).

For members present, interest in the sale ended with 14 lots of Southern Nigeria. Some good prices were realised (for the vendor!). Lot 429, a used selection of some 90 stamps "cancellations not guaranteed", went to £360 (£150/£200), while all the die proofs fetched a ready sale. The bargain here was lot 434 comprising 8 colour trials 1901/2 which went for £460 (£300/£400). Dealers price these at some £200 a time, so 8 for £460, even after adding the oncost, brought a very satisfied smile to one of our members, but, regrettably not to the face of your scribe.

Christies 21st February 1991 - Jeremy Martin

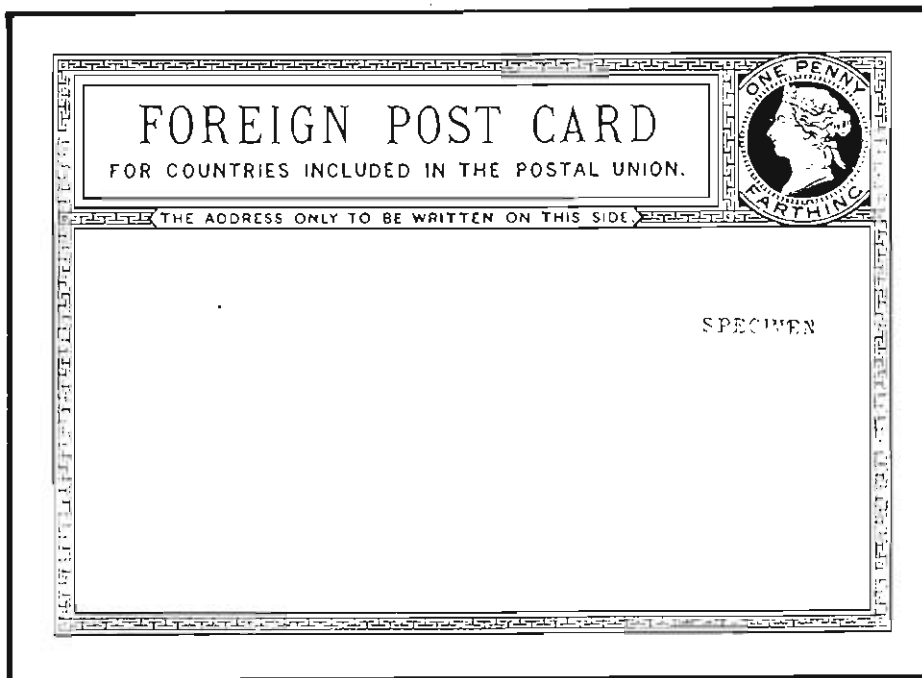
Prices realised include buyers premium - estimates in brackets.

Sierra Leone all postmarks on cover or postcard:

Batkanu	1903	£132 + VAT (£150)	Kenema	1907	£82 + VAT (£100)
Cline Town	1906	£154 + VAT (£150)	Mano	1907	£93 + VAT (£120)
Falaba	1901	£374 + VAT (£300)	Port Lokkoh	1906	£220 + VAT (£180)
Hamilton	1899	£418 + VAT (£250)	Shengeh	1902	£220 + VAT (£200)
Hangha	1909	£260 + VAT (£180)	Wilberforce	1909	£60 + VAT (£75)
Hastings	1910	£132 + VAT (£100)	York	1894	£187 + VAT (£160)

FOREIGN POST CARD RATES - 1875-1901

Following the formation of the General Postal Union in October 1874 special arrangements were made from 1st July 1875 for post cards to be transmissible to overseas destinations at a rate equivalent to 50% of the minimum overseas letter rate. Initially these arrangements only applied to Europe (excluding France until 1.1.1876), the USA and Egypt and 1¼d. post cards were issued on 1st July 1875.



In 1878 the Union Postale Universelle was set up and new overseas post card rates of 1d. and 1½d. and 2½d. were agreed from 1st April 1879 as follows:-

- 1d. Rate: Europe, Egypt, Malta, Turkey, the Azores, Madeira, Canada and the USA.
- 1½d. Rate: via Southampton or Marseilles - Ceylon, China, East Indies, British, French and Portuguese India, Hong Kong, Labuan, Straits Settlements, Angola, Persia via the Persian Gulf, Japan and Zanzibar.
- 1½d. Rate: by any route - British and French West Indies, Falkland Islands, Cape Verde Islands, Gambia, Gold Coast, Laos, Sierra Leone, Mauritius, Seychelles, Madagascar, Reunion, Liberia, Argentina, Brazil, Cuba, Honduras, Mexico, Salvador, Curacao, Puerto Rico, Gaboon, Senegal and Dutch and French Guiana.
- 2½d. Rate: via Brindisi - as for 1½d. rate via Southampton or Marseilles.
- 2d. Rate: from 1st July 1879 the rate for most destinations via Brindisi was reduced to 2d. but post cards were not issued until 1st January 1883.
- 2d. Rate: via long sea route - British Australasia from 1st January 1889.
- 3d. Rate: via Brindisi - British Australasia from 1st January 1889 but 3d. post cards were not issued until 1st September 1889.
- 1d. Rate: Universal rate to all UPU destinations from 1st October 1891, post cards issued 1st January 1892. This rate remained in force until 1921.

This sheet was part of a display given by Dr. Alan Huggins, President of the Royal Philatelic Society, London at a meeting in March 1991. Our thanks are due to him.

COVERS TO U.S.A. FOUND FROM 1951 PAN AM CRASH

KENDALL C. SANFORD

On 22nd June 1951, Pan American World Airways flight 151 was on a flight from Johannesburg, South Africa to New York, via Accra, Ghana, Robertsfield, Liberia, Lisbon, Portugal and other stops. The flight had left Johannesburg at 11.45 p.m. the night of the 21st, and it crashed near the village of Sanaghie, Liberia shortly before 2.49 a.m. when it was scheduled to land at Robertsfield.

The Airpost Journal of the American Air Mail Society carried two short articles about this crash and the mail that was recovered from it. These were in the July 1984 and October 1985 issues. The articles were by Rufino R. Pernes and Frank Lemos de Silveira respectively. Both are well known collectors of Portuguese aerophilately. In the two articles, 9 covers were reported - 4 from Angola, 4 from Mozambique, and one unknown. One of the covers from Mozambique is now in my collection of Pan Am crash covers. All these covers have a small black two line cachet, applied in Lisbon "SALVADOS DO AVIAO/PA 151 de 21/22-6-1951".

Mr. F. van der Hagen of Belgium has discovered two covers from this crash - both from the Belgian Congo to the U.S.A. These are the first known covers to the U.S.A. Mr. van der Hagen is a specialist in the air mails of the Belgian Congo. The first cover is postmarked Leopoldville June 15th, and is addressed to Chicago, Illinois. It is not damaged so did not receive the crash cachet that was applied to the other covers from this crash. The other cover is also postmarked Leopoldville June 14th, addressed to Chicago, and it has the cachet which is very lightly applied.

Now the question is ... what was the routing of the covers, and where were they put on the ill-fated flight? It is logical that the covers from Angola and Mozambique would be sent to Johannesburg to connect for the Pan Am flight to Lisbon, as there were frequent flights from both countries to Johannesburg. However, the covers from the Belgian Congo are another story. I do not think that the Post Office in Leopoldville would send mail for the U.S.A. down to Johannesburg, which is quite a distance out of the way. So the covers from the Belgian Congo could have been routed from Leopoldville to Accra to connect there. Does anyone else have a different theory?

R.A.F. AERIAL SURVEY OF BRITISH WEST AFRICA

DR. F.R. LAMBERT

In Cameo 33, Jeremy Martin illustrated a cover shown at the joint W.A.S.C./F.P.H.S. meeting by Alistair Kennedy, bearing a cachet of the R.A.F. Takoradi Postal Frank measuring 41 x 12½ mm.

The examples I have of this cachet measure 46.5 - 47 mm. long x 14.5 mm. in the centre and 15.5 - 17 mm. at the ends.

These measurements endorse Jeremy Martin's suggestion that the cachet became worn and spread considerably.

STEWART DUNCAN

Apart from an article by A Leslie Leon in *Cameo* 3 (January 1976) and a reference in Charles Leonard's chapter on airmails in "The Stamps and Postal History of the Gambia", little has been written or seen on the subject.

Deutsche Lufthansa, the German airline, after experimenting in 1933 with a Catapult ship the "S.S. Westfalen" and an 8 ton Dornier Wal flying boat in the South Atlantic, commenced in February 1934 to operate an all air service from Berlin to Natal in Brazil. The ship was stationed 1500 km. off the coast of Gambia and the Wal flying boat flew out to it and taxied onto a tarpaulin mat which the vessel towed astern. The plane was then lifted aboard by crane and the mail transferred to a second Wal which was already on the catapult ready for takeoff. Towards the end of the year a 10 ton Wal was introduced and because of its size the airline had to revise its method of operations, as it was now able to fly the South Atlantic non stop. The "Westfalen" was repositioned off the coast of Gambia and a second vessel the "Schwabenland" was put on station off the Brazilian coast to catapult the new flying boat. This new service was one day faster than that of the "Zeppelin" and so Lufthansa acquired the right to fly first class mail to Brazil.

In November 1935 both vessels were temporarily withdrawn from operations for service and repair. Although the Luftschiffbau Zeppelin airline no longer had the contract to carry first class mail to Brazil the "Graf Zeppelin" was none the less still flying regularly there, and Lufthansa were able to continue their service with its help. The Lufthansa mail to Gambia was carried by fixed wing aircraft via Seville, Las Palmas and the Canary Islands, and this part of the service remained unaltered. It has now been established that the mail awaiting forwarding in Gambia was either received or despatched to the "Graf Zeppelin" and perhaps the "Hindenberg" by a basket to which long ropes were attached. No landings were made at Bathurst by the airship/s. For a country to use the "Zeppelin" service prior arrangements had to be made with the airline to avail itself of this. If a country did not have an agreement it had to forward its mail to Friedrichshafen through a country which had one. Any mail from Gambia was therefore illicitly carried by courtesy of the crew, since Gambia had no such agreement.

The "Graf Zeppelin" made three Pendelfahrt (Shuttle) flights in 1935 and one in 1936 from Pernambuco (not Natal as on the regular Lufthansa service) to Gambia. The flight logs of the "Graf Zeppelin" illustrated below show the departure and arrival dates of the dirigible, which should help to authenticate a cover carried. Below are three covers carried on these flights, two are by "courtesy" (figs. 1 and 2) having been sent on 16th and 23rd November from Gambia, the first and second return flights of the shuttle service. The third (fig. 3) is a genuine flight cover having been posted on 28th November in Brazil. It received a Zeppelin cachet and was carried on the third shuttle flight, then re-stamped and returned on the resumption of the Lufthansa service on 5th December.

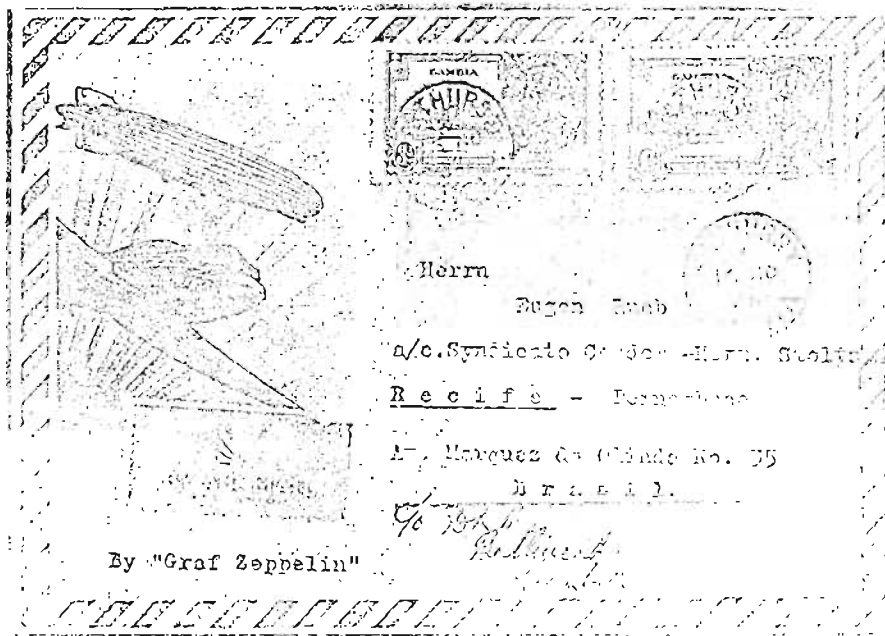


Fig. 1

THE 16TH FLIGHT TO SOUTH AMERICA BY THE "GRAF ZEPPELIN" IN 1935

Flight No.	Leg of Flight		Take-Off		Landing		Duration of Flight	Distance
	From	To	Date	Time (GMT)	Date	Time (GMT)		
496	F'hafen	Pernambuco	Nov 07	0546	Nov 10	1927	75hr41min	7843 km
497	Pernambuco	Rio de Jan	Nov 10	2345	Nov 11	1946	20hr 1min	2095 km
498	Rio de Jan	Pernambuco	Nov 11	2026	Nov 12	1955	23hr29min	2139 km
499*	Permanbucuo	Pernambuco	Nov 15	0955	Nov 18	0113	63hr18min	6480 km
500*	Permanbucuo	Pernambuco	Nov 22	2200	Nov 27	2040	118h40min	8605 km
501*	Permanbucuo	Pernambuco	Nov 29	1046	Dec 02	0812	69hr26min	6684 km
502	Permanbucuo	Rio de Jan	Dec 03	2201	Dec 04	2004	23hr 3min	2332 km
503	Rio de Jan	Pernambuco	Dec 04	2032	Dec 06	0006	27hr34min	2139 km
504	Permanbucuo	Seville	Dec 06	0912	Dec 08	2305	61hr53min	6038 km
505	Seville	F'hafen	Dec 09	0204	Dec 10	0541	27hr37min	2213 km

THE 19TH FLIGHT TO SOUTH AMERICA BY THE "GRAF ZEPPELIN" IN 1936

Flight No.	Leg of Flight		Take-Off		Landing		Duration of Flight	Distance
	From	To	Date	Time (GMT)	Date	Time (GMT)		
572	F'hafen	Pernambuco	Nov 11	0740	Nov 14	1912	83hr32min	8660 km
573	Pernambuco	Rio de Jan	Nov 14	2358	Nov 15	2110	20hr12min	2196 km
574	Rio de Jan	Pernambuco	Nov 18	1532	Nov 19	2015	28hr13min	2070 km
575*	Permanbucuo	Pernambuco	Nov 20	2158	Nov 23	1144	61hr16min	6390 km
576	Permanbucuo	Rio de Jan	Nov 23	1326	Nov 24	0756	18hr30min	2143 km
577	Rio de Jan	Pernambuco	Nov 25	0806	Nov 26	0900	24hr54min	2040 km
578	Permanbucuo	F'hafen	Nov 27	1015	Dec 01	0010	85hr55min	7919 km

Walter Curley in his book "The Graf Zeppelin's Flights to South America" (based on his study of the Cardinal Spellman Philatelic Museum Graf Zeppelin collection) records that three shuttle flights were also made by the "Hindenberg" during 1936 to Gambia. The fourth "cover" (fig. 4) shown below was purchased in a postal auction and was described "DENMARK - 1936 Oct 16 Front. Copenhagen to Bathurst, by Hindenberg 5th South American flight on the 21st. With Friedrichshfen airmail cachet". The cachet is code b but these cachets (codes * a b c d and e) were applied by Lufthansa to all their South American flight mail. Was this front carried by the "Hindenberg" and if so when was the mail "dropped" on the out or inward part of the flight? Were the catapult ships again off station as by now the "Ostmark" had been brought into service or had there been a breakdown in the fixed wing part of the service? The flight logs for the three flights in question are shown below.

THE 5TH, 6TH & 7TH FLIGHTS TO SOUTH AMERICA BY THE "HINDENBERG" IN 1936

Flight No.	Leg of Flight		Take-Off		Landing		Duration of Flight	Distance
	From	To	Date	Time (GMT)	Date	Time (GMT)		
48	Frankfurt	Rio de Jan	Oct 21	0728	Oct 25	2309	90hr11min	11278 km
49	Rio de Jan	Pernambuco	Oct 29	0612	Oct 30	0400	21hr48min	2178 km
50	Pernambuco	Frankfurt	Oct 30	0704	Nov 02	2324	85hr20min	8322 km
51	Frankfurt	Rio de Jan	Nov 05	1725	Nov 09	1715	97hr50min	10473 km
52	Rio de Jan	Frankfurt	Nov 12	0658	Nov 16	1955	105h57min	10430 km
53	Frankfurt	Rio de Jan	Nov 25	0729	Nov 29	0628	97hr 9min	11185 km
54	Rio de Jan	Rio de Jan	Nov 30	1620	Dec 01	1857	26hr37min	3013 km
55	Rio de Jan	Pernambuco	Dec 03	0521	Dec 04	0418	22hr57min	2101 km
56	Pernambuco	Frankfurt	Dec 04	0716	Dec 07	2150	83hr34min	8635 km

* Note: Pendelfahrt (Shuttle) Flights Across The Atlantic To Bathurst



Fig. 2

Fig. 3



Fig. 4

GOLD COAST: KING GEORGE V REGISTERED ENVELOPES

For the preparation of Volume 2 of the Study Circle's Gold Coast Handbook it is proving desirable to confirm the existence of items featuring in previous works by running examples of them to earth. This is particularly the case for the second type of King George V registered envelopes. These started to be produced in 1922, appeared on sale in the colony in 1923 and are recognisable from the earlier issue by the round, embossed head design. The problem lies in the inscriptions under the flaps which, as collectors of this material know all too well, was frequently changed by the printers. Higgins & Gage list the following six versions:

	Size	Inscription under flap
1)	F	THOS. DE LA RUE & CO. PATENT.
2)	F	THOS. DE LA RUE & CO. LTD. PATENT.
3)	G	THOS. DE LA RUE & CO. PATENT.
4)	G	THOS. DE LA RUE & CO.
5)	H	THOS. DE LA RUE & CO. PATENT.
6)	H	THOS. DE LA RUE & CO. LTD.

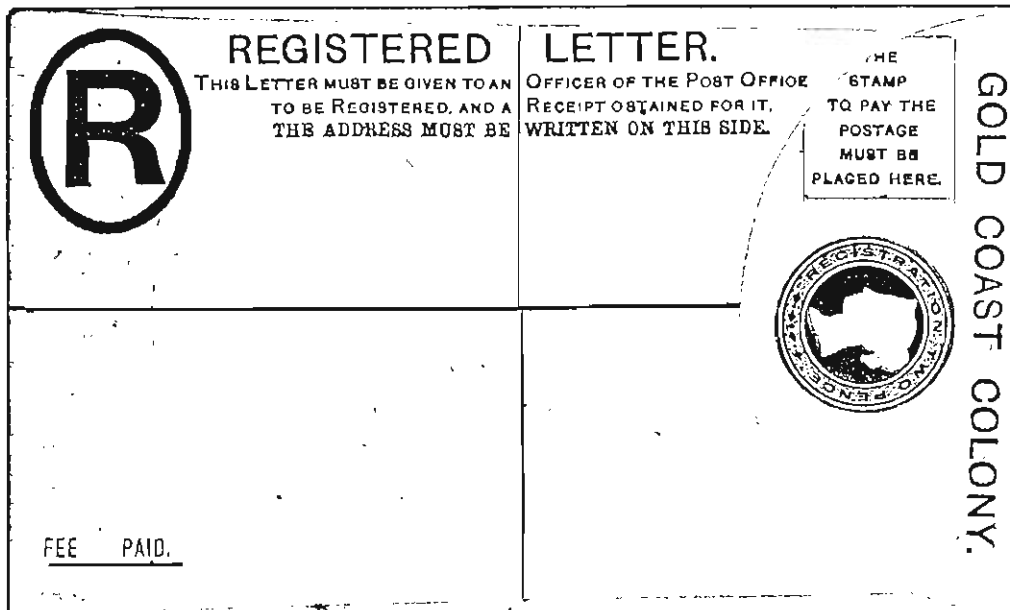
Specimens of items 4 and 6 above are to be found in the Crown Agents' archives. Items 2, 4, 5 and 6 are known used, in the case of item 4 as early as 1923. But has any member acquired, or sighted, items 1 and 3? Or is any other version known? If so, could Michael Ensor, who is editing the work, please be sent a report indicating if the item is unused, or overprinted SPECIMEN or used. The datestamp applied to any used item would be interesting.

GOLD COAST QUEEN VICTORIA REGISTERED ENVELOPES

JEREMY MARTIN

The "Ashanti" sale contained some unusual registered postal stationery.

Lot 756 is illustrated below. It is similar to H & G5 (1894) but the line commencing "THE ADDRESS MUST BE...." is in seiffed capitals, size F.









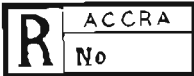
Lots 762 and 763 were size J envelopes used in 1901 and described as the second issue head on flap (without circular ornaments) with GOLD COAST COLONY in arc above. This is recorded in Higgins and Gage as H & G4.

GOLD COAST INSTRUCTIONAL MARKS

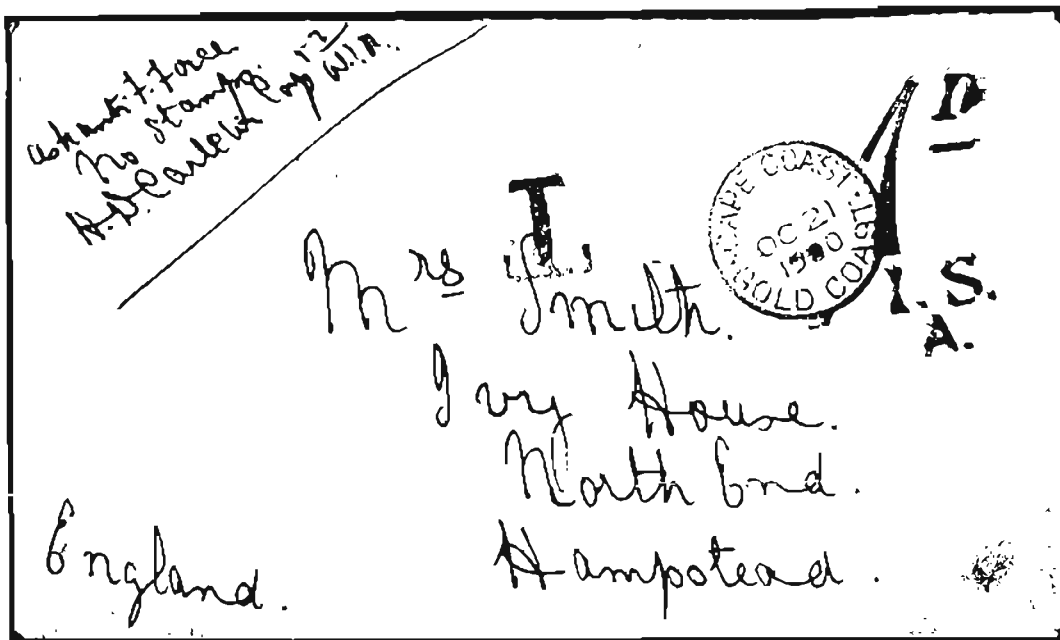
JOHN POWELL

Following on from January 1991 issue below is the draft listing of the Registered markings. Black unless noted. Again will members please forward any additions, revised dates etc. with photocopy if considered necessary.

R E G I S T E R E D M A R K S

<u>TYPE</u>	<u>SIZE (mm)</u>	<u>DATES</u>	<u>TOWNS</u>		
PG1	REGISTERED	43x83	1876	(Sent to Cape Coast 9 Oct 1871 Cape Coast	
PG2	REGISTERED	621x8		(Sent to Accra 15 April 1874)	
PG3	REGISTERED No.	31x103	1909	Accra	
PG4		27x27	1889-1908	Cape Coast (blue and black) Kpong Elmina (blue and black) Keta	
PG5		21x...	1896-1901	Axim Ada Sekondi	
PG6		191x25	1919	Bonnaku	
PG7		11x13	1909-1920	Juaso Dooowan	
PG9		8x13	1957	Prestea	
PG10		121x121	1895-1905	Tarkwa Victoriaberg	
PG11		40x16	191...	Accra Addan Kw... (1950) Akrokorri Somanya K...	Geyin Salaga Obuasi Victoriaberg

JEREMY MARTIN



The enclosed letter was headed 'Kumasi 6 Oct 00': "Dear Mrs. Smith, we are all wondering how much longer we are to address our letters from this place, being one and all heartily sick of Ashantis, their swamps, their forests and their war.

We gave them rather a big thrashing last Sunday about 12 miles from here. I as a great treat was allowed to relinquish my Provost- Marshall duties to go and take part, and to my internal disgust and disappointment my portion of the column was not engaged. I came back here furious, swearing I would volunteer no more for anything.

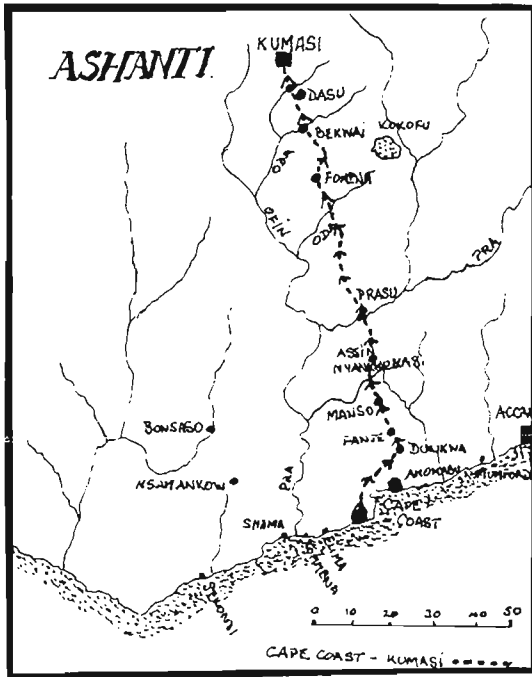
Bad luck to it no chance for distinction on active can come my way

I never felt so miserable as the other day. At 4 p.m. after marching from 6 a.m. we arrived at our quarters for the night, a village. A tornado was blowing and a deluge was falling, and horror of horrors, our own village we found burnt.

At about 5 p.m. the rain ceased. We ran up banana leaf shelters before dark but at 10 p.m. when all were tucked up, down came another deluge. We started off very woe-begone and bedraggled crowd to meet the enemy. We are all hoping this last thrashing will suffice and bring them in to make terms.

We are such a small force, we are unable to follow up successes as quickly as we should which is a great pity, for we might have finished up weeks ago."

The information for this article was provided by Bob Swarbrick, a member of the Society of Postal Historians, and the notes below are from his "write-up".



Route of relief column from landing to final battle at Adoussa, leading to the defeat, and relief of Kumasi. Letter enclosed speaks of final engagement.

The Ashanti Rebellion 1900

Letter from Major H.D. Carleton, Provost-Marshal of the 2nd Bat. The West India Regt. from Kumasi to England. October 21 1900.

A detachment of three Officers and a troop with four 7lb. guns, was sent from Jamaica to the Gold Coast to support the relief column due to plague and illness. White artillery units were unable to operate in the Jungle areas. Note m/s. "No stamps" 'Ashanti field force 1.2 W.I.R.'

CARLETON, HUGH DUDLEY, Major, was born 24 Dec. 1865, son of the late General Henry Alexander Carleton, C.B. He joined the Army, as a Second Lieutenant, in the West India Regt., 6 March, 1889; was Garrison Adjutant, Sierra Leone, 10 April to 12 Aug. 1890; promoted Lieutenant 1 Nov. 1890; was again Garrison Adjutant, Sierra Leone, 26 Aug. 1891, to 3 Jan. 1892. He served in the Gambia Expedition in 1891-92, against the native chief, Foday Kabbah, receiving the Medal and clasp. From 18 Sept. 1893, to 17 Jan. 1894, he was A.D.C. to the Governor and Commander-in-Chief, Jamaica, and he became Garrison Adjutant, Jamaica, 7 Feb. 1895; was promoted Captain 29 July, 1896. He again saw active service, 1897-98, in Lagos, where he was employed in the Hinterland, and was mentioned in Despatches. He was promoted Major in 1901; served in 1902 in Ashanti, Provost-Marshal, Despatches, Medal with clasp for Relief of Kumasi. He received the D.S.O. for his services during the Aro Expedition in Southern Nigeria, where he served as Chief of the Staff; was mentioned in Despatches, and received the Medal and clasp. His Companionship of the Distinguished Service Order was gazetted 12 Sept. 1902: "Hugh Dudley Carleton, Major, West India Regt. In recognition of services during the Aro Expedition." He was invested by the King 24 Oct. 1902. He died 9 Aug. 1906. Major Carleton married, in 1904, Lady Jane Edith Seymour, youngest daughter of the 6th Marquess of Hertford.

Sender's record. Army records.

GOLD COAST MAIL VIA GERMAN MAIL

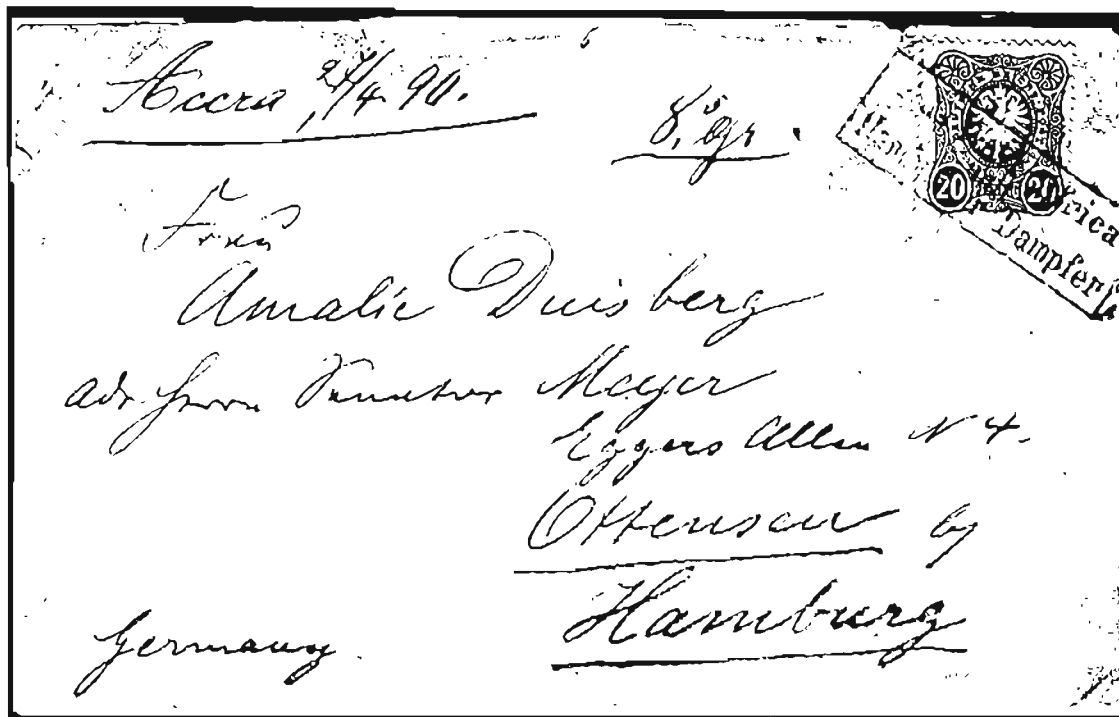
JOHN SACHER

In 1885 the German Woermann Line commenced a scheduled mail service from Hamburg to West Africa. In addition to providing a Mail Service between Germany and its new colonies, the ships called at British ports, in the case of these two covers Accra and Winnebah on the Gold Coast. Similar items are also known from Addah and Quittah. Illustrated here are two different marks.

Firstly "Aus West Africa mit Hamburger Dampfer" which was applied on the Verviers-Coln railway link to mail landed at Antwerp.

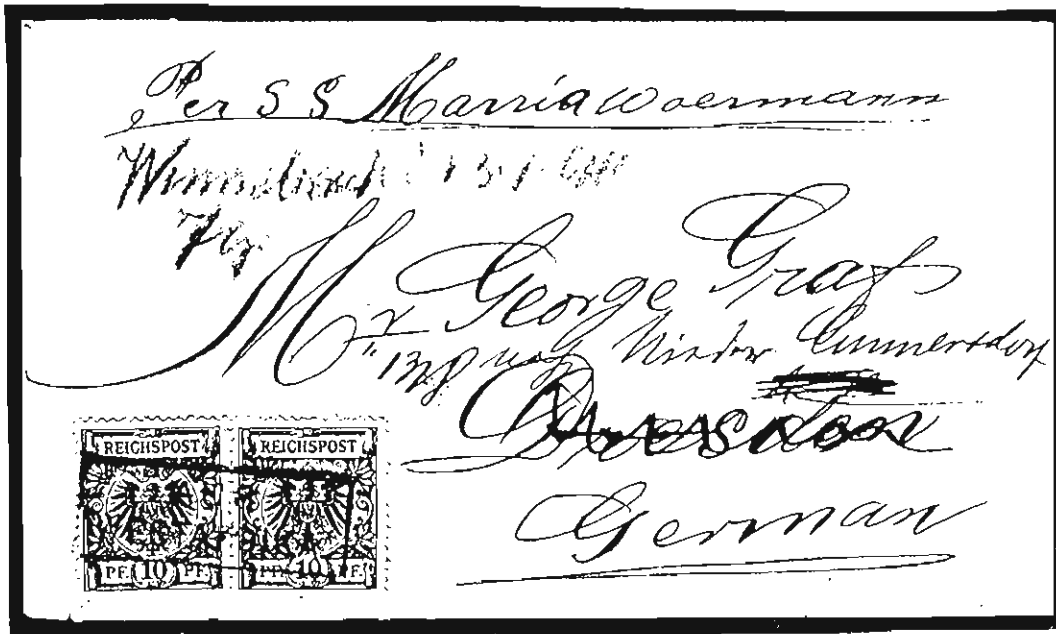
From 1886 the steamers ceased their regular Channel stops and normally proceeded direct to Hamburg where "AUS WEST AFRIKA" was applied. Mail sent from the Gold Coast on German mail steamers was supposed to be franked with British Colonial stamps. In spite of this rule Woermann agents sold and used German stamps. Eventually the practice was stopped by the German postal authorities after complaints from the Governor. Part of the service provided for Togoland mail to be landed at and despatched through Quittah.

These letters correctly show the place of origin in manuscript, although before June 1884 this was not regularly applied. 20 pf was the 15 gramme charge.



Envelope from "Accra 27/4.90" endorsed "8.5 gr.", franked by German 20 pf. cancelled "Aus West-Africa mit Hamburger Dampfer" in black.

To Ottensen - 20.5.90.



Envelope from Winnebah dated 13.7.90 to Germany by Woermann Line franked by two German 10 pf., S.G. 48, "PER S.S. MARIA WOERMANN" and marked "AUS WESTAFRIKA". Received 11.8.90.

MAIL FROM THE NIGER TERRITORIES

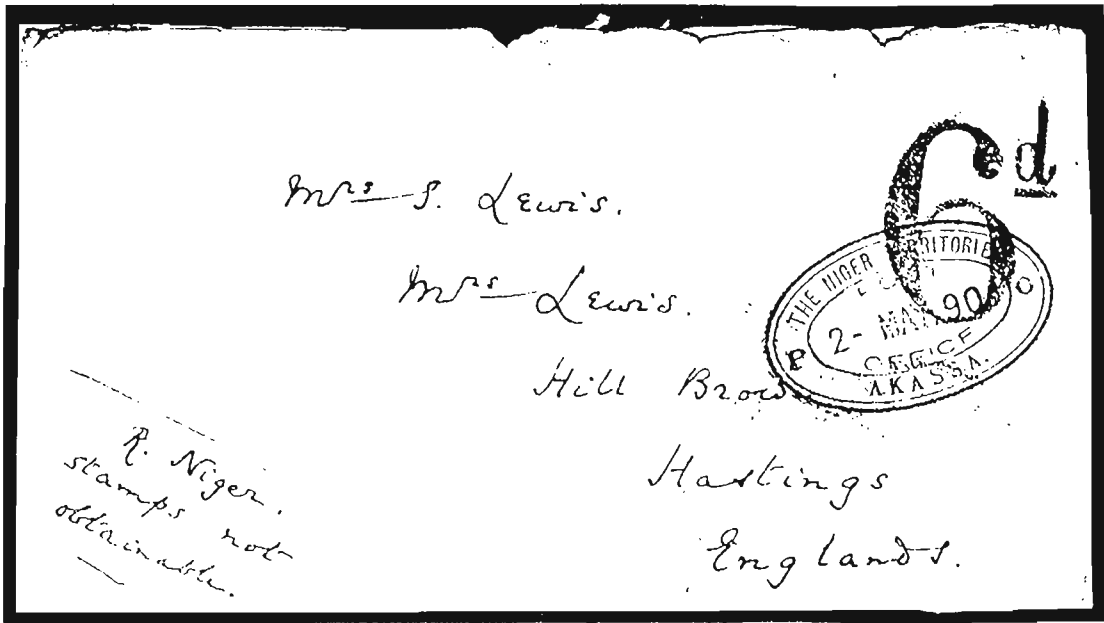
JOHN SACHER

By 1890 mail could be sent prepaid by the use of British stamps, but also still unfranked without surcharge.

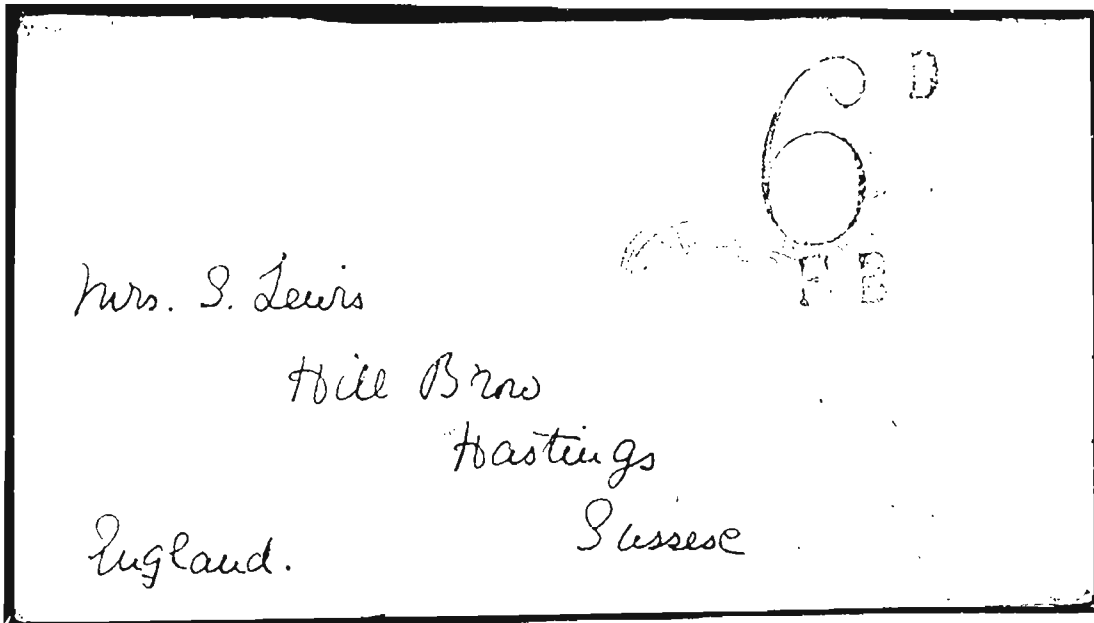
These three covers all show that a formal service also existed in 1890 from Lokoja. They are endorsed:-

Mail No. 7	-	10.4.90
Mail No. 9	-	9.5.90
and Mail XII	-	6th August 1890

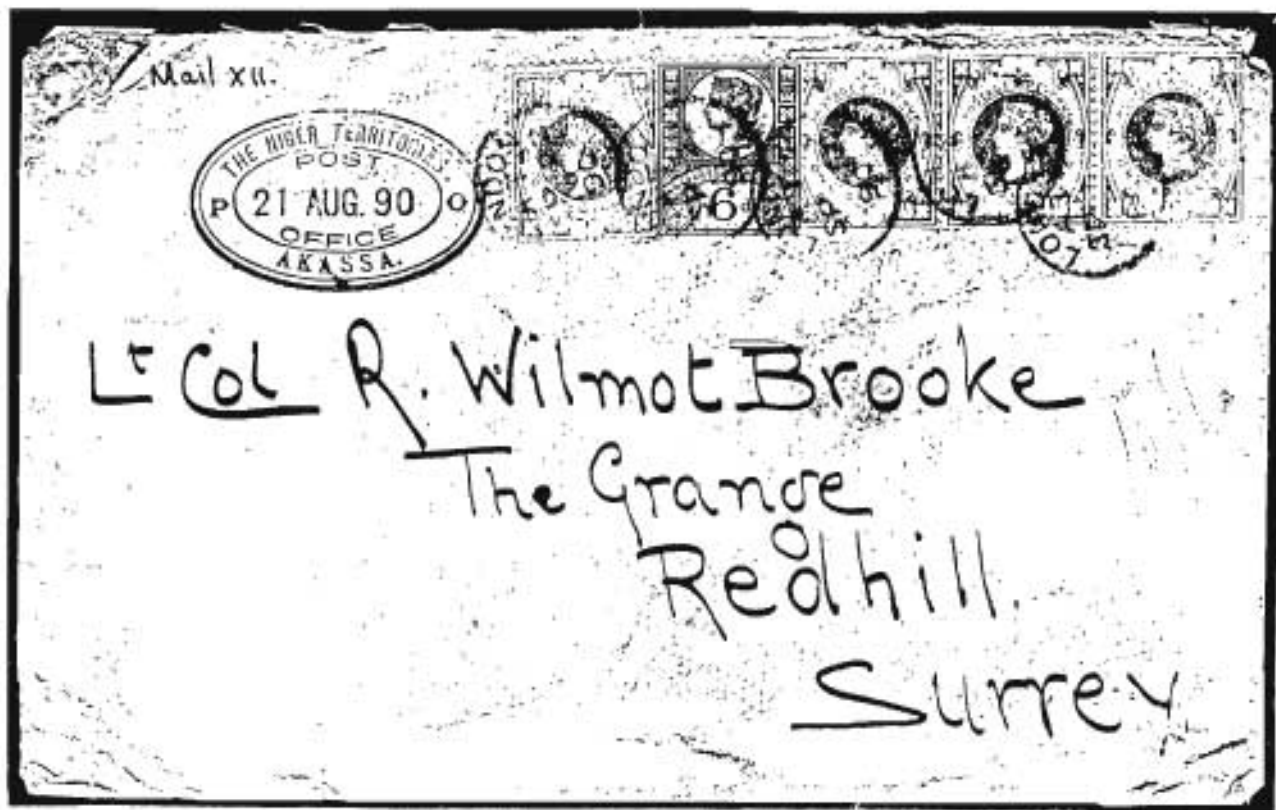
They include both unfranked and prepaid items. Clearly therefore either letter writers carried stamps north themselves or an office provided them at Lokoja. The service was almost certainly rapidly discontinued as no later such items have been found. All three letters were despatched via Akassa, but the journey to the coast was very variable in length being 22, 9 and 15 days respectively. So too was the time from Akassa to Liverpool at 38, 116 and 31 days, making total journey times of 60, 125 and 46 days. In fact the recipient wrote on the second of these three items "where can this have been I wonder, 4 months on the road - while many later ones have come!"



Envelope endorsed "R. Niger stamps not obtainable" in manuscript, and marked on the reverse "Mail No. 7 posted Lokoja 10.4.90" in manuscript. Via Akassa. "THE NIGER TERRITORIES P O AKASSA POST OFFICE 2-MAY 90" in violet. "4A LIVERPOOL BR. PACKET 9 JU 90" in black (Robertson P16a) "6d." due in black.



Envelope endorsed on the back "Mail No. 9 left Lokoja 9.5.90" (the recipient has added "Where can this have been I wonder, 4 months on the road - while many later ones have come!"). Via "THE NIGER TERRITORIES POST OFFICE AKASSA P O 18 MAY 90" in violet charged "6d/F.B." in black in London. To Hastings - 12.9.90.



Envelope bearing G.B. 6d. and four 1/-. The cover is marked on the front "Mail XII", and on the reverse "Posted Lokoja Aug. 6 1890" in manuscript. Via Akassa. "THE NIGER TERRITORIES P O AKASSA POST OFFICE 21 AUG 90" in violet. The stamps are cancelled "LONDON AT SP 22 90" in black. To Redhill 22.9.90.

Note:- There were 6 mails in 4 months between 10.4.90 and 6.8.90.

WEST AFRICAN FORCES: W.W.II

ALISTAIR KENNEDY

The following notes comprise information from Post Office Circulars held by Post Office Archives to whom acknowledgement is made. Alistair Kennedy is a member of The Forces Postal History Society.

J.J.M.

Note: The entries in 1939/40 and 29th July 1942 relate to The Forces generally, which would include Forces serving in West Africa. The other extracts are specific to West Africa.

- 13th Sept. 1939 Postage from U.K. to H.M. Ships abroad 1½d. first oz., 1d. each additional oz.
- 4th Oct. 1939 Postage from U.K. to H.M. Ships abroad c/o G.P.O. London. Airmail 1/3d., postcards 7d.
- 5th Sept. 1939 (P.O. Circular not released until 18th Sept. 1939). To Army and R.A.F. overseas, address c/o Army Post Office, not country. Letters 1½d. first oz., 1d. each additional oz. Postcards 1d., Printed Papers ½d. per 2oz., Registered items 3d., Parcels 3lb. 1/3d., 7lb. 2/6d., 11 lb. 3/3d., 22lb. 6/-. (These Parcel rates had been established to H.M. Ships abroad before the War: P.O.C. 26th April 1939).
- 17th Oct. 1939 To Army and R.A.F. overseas and H.M. Ships in foreign waters, Parcel rate reduced to 3lb. 9d., 7lb. 1/6d., 11 lb. 2/-, 22lb. 3/6d.
- 1st Nov. 1939 To Army and R.A.F. overseas (outside B.E.F.), address to country, not c/o A.P.O. Airmail - same as civil correspondence.
- 8th Nov. 1939 From H.M. Ships and Transports on active service, i.e. ships mails. Up to 2oz. free to U.K. and Empire from 8th November 1939. Over 2oz. to be pre-paid on full weight. Surcharges at single rate.
- 27th April 1940 New U.K. rates from 1st May but correspondence for Forces abroad unchanged.
- 23rd April 1941 List of A.P.O. numbers to which E.F.M. telegrams can be sent include S 100 - S 103 (No longer listed 27th October 1943).
- 30th April 1941 Address A.P.O. West African Force (country not to be shown).
- 4th Feb. 1942 Address: A.P.O. S ———, West African Force. (No airmail service.)
- 29th July 1942 Correspondence for Merchant Ships:-
- a) On Naval Service: Address c/o G.P.O. London, E.C.1. Postage as for H.M. Ships.
 - b) On Commercial Service: Address c/o Ship Owners or Agents. Postage (if believed to be abroad) 1½d. first oz. and 1d. for each additional oz.
- 7th Oct. 1942 Lightweight air letter service (6d.) to be introduced for air transmission to M.E.F. and beyond. West Africa is not included.
- 19th Oct. 1942 From W.A.F. (Army and R.A.F.) free up to 2oz., overweight 1½d. first oz. and 1d. each additional oz. on full weight.
- 3rd March 1943 6d. air letter service extended to W.A.F. from 5th March 1943 and also to H.M. Ships in the area.
- 13th Oct. 1943 Christmas posting dates to W.A.F.: Surface 1st November 6d. air letter 22nd November.
- 8th March 1944 Airgraphs (introduced) to civil addresses in West Africa but not Forces.
- 7th June 1944 6d. air letters now available to civilian addresses in British West Africa. Still no ordinary airmail service.
- 8th Nov. 1944 Christmas posting dates to W.A.F.: 6d. air letter 1st December.
- 28th Dec. 1944 Airmail to Forces 1/3d. All way air service to W.A.F. from 1st January 1945. Also to Royal Navy and Merchant Navy.
- 25th April 1945 Air conveyance of letters to 1oz. pre-paid at 1½d. extended to W.A.F.
- 28th Dec. 1945 From 1st January 1946 H.M. Forces in West Africa will adopt civil forms of address.

NIGERIA 1953 - 57

NICK HALEWOOD

In Table I in my article on this issue in the January 1991 (Volume 4, Number 3) edition of *Cameo* I list the first Southern Cameroons 6d. printing (1/10/60) as being a rotary printing, which I now know is erroneous, therefore the following changes should be made to Table 1:

[1/10/60 SC/a 5/3 N 3 N 4/2 1/1 N 2/1 1/1 1/1 1/1 2/1

should be changed to

[1/10/60 SC/a 5/3 N 3 N 4/2 1/1 2/1 2/1 1/1 1/1 1/1 2/1

a. 1d., 2d. (Type B) & 6d. rotary printed, 6d. perf. 14

should be changed to

a. 1d. & 2d. (Type B) rotary printings

Numbers the author has not seen are entered in italics, i.e., Nigeria: 1/2d - 3/3, 11/2d - 3, 2d 1/1, 1/- - 2/1 & f1 - 2/1, & Southern Cameroons 6d - N

should be changed to

Numbers the author has not seen are entered in italics, i.e., Nigeria: 1/2d - 3/3, 11/2d - 3, 2d 1/1, 1/- - 2/1 & f1 - 2/1

and

Could the Southern Cameroons 6d. (1/10/60) not have been a rotary but a Waterlow printing? No obviously rotary printed 6d. has been seen by the author

should be deleted

There was also a typesetter's error; the first entry in Table I, i.e. 1/2d. - 1/9/53 reads 1 - 2/1, however, it should be 1 - 2/1 (that is, the initial '1' should not be in italics).

NIGERIAN CHRISTMAS ISSUE AIR LETTER

JEREMY MARTIN

Not all that many Christmas Air Letters have been seen. This 1944 example from Nigeria has been postmarked F.P.O. 46 at Lagos on December '44. On the reverse is a boxed PP/27 censor cachet in black, PP being the double letter censor code for Nigeria.

BY AIR MAIL

AIR LETTER

IF ANYTHING IS ENCLOSED
THIS LETTER WILL BE SENT
BY ORDINARY MAIL

FREE XMAS ISSUE

3d

British
Stamp
Here

Mr. J. Hooper
582 Gorrissen Street
Gunnyside
Pretoria
South Africa

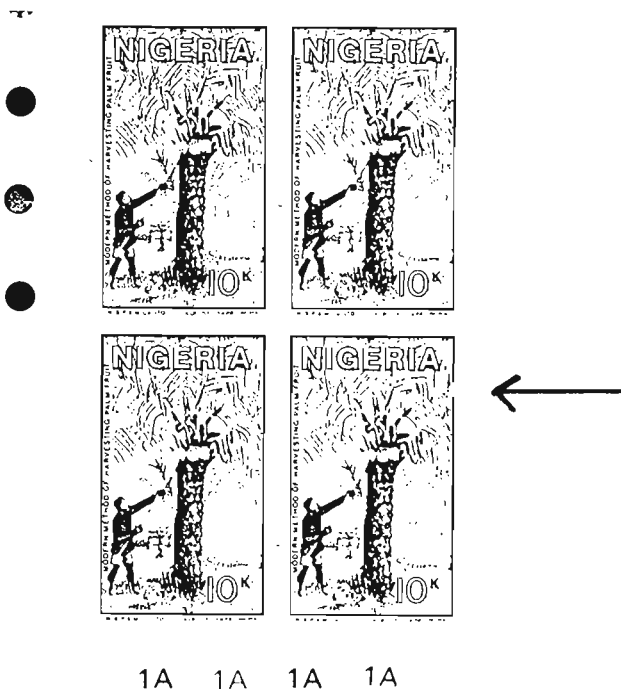
TRANSVAAL

Army Form W.3077

The 'FREE XMAS ISSUE' is in violet to show that the normal 3d. charge did not apply.

NIGERIA 1986 10K DEFINITIVE FLAW

JEREMY MARTIN



The 10K value was printed in sheets of 50 (10 x 5) from plates 1A and 1B.

The early printings from 1A show a major frame break of stamp 2 of row 5. The break is 1.5 mm. long in the right-side brown frame. It seems to have been repaired later and does not exist on plate 1B.

BRITISH MANDATES OF CAMEROONS, TOGO AND EAST AFRICA

JOHN MAYNE

Recently I acquired a copy of H.M.S.O. 1923 Edition "British Mandates" of the above territories in which are colour maps as at 1914 of each territory.

The sizes are:-

Cameroons	28" x 36"
Togo	21" x 12"
East Africa	20" x 24"

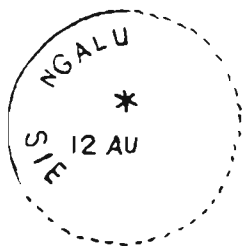
If members require black and white or colour copies, perhaps they would like to write to me and I will endeavour to oblige.

THE POSTMARKS OF SIERRA LEONE - NEW DISCOVERIES

FRANK WALTON

Following the publication of "The Postmarks of Sierra Leone: 1854 to 1961" many collectors, both members and non-members of WASC, have reported new information. The majority of the comments received have added to the date ranges for the usage of particular markings; these are too numerous to detail here. However, several new postmarks have now been recorded. These are listed below in the same columns as in the original book, but omitting the date sent:

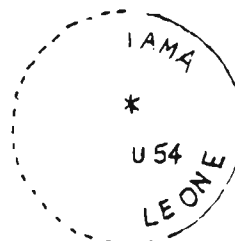
Ref	Postmark Text	Type	Size	Code	Earliest	Latest
016.32	NGALU..... / SIE.....	43	30	*	12 Aug ????	
035.36	FREETOWN / SIERRA LEONE		23	D	05 Oct 1946	
054.03	JAIAMA / SIERRA LEONE	43	30	*	?? Aug 1954	15 Sep 1954
159.05	WILBERFORCE / SIERRA LEONE	34	23	*	17 Aug 1960	
535.18	REGISTERED / R.L.O. G.P.O. SIERRA LEONE		31x25		11 Aug 1959	
629.01	REGISTERED / PUJEHUN SIERRA LEONE		31x24		06 Jul 1914	



016.32



035.36



054.03



159.05



535.18



629.01

Reports of some scarcer marks have also been made, most notably the previously unrecorded POST OFFICE / KAREMA.



065.01

SIERRA LEONE POSTMARK SURVEY

FRANK WALTON

I recently acquired an apparently unsorted accumulation of used Sierra Leone material, mostly loose stamps, but a few pieces and covers. The postmarks have been analysed by town with the results tabulated below:

	Office Total	QV	E7	G5	G6	E2		Office Total	QV	E7	G5	G6	E2
Freetown	254	8	41	159	46		Newton	3				3	
Freetown-Bo TPO	40			23	17		Parcel	3		3			
Segbwema	30			7	23		Port Lokko	3			3		
Bo	28		2	15	11		Sulima	3			3		
Pendembu	27			20	7		York Island	3			2	1	
Bo-Pendembu TPO	26			22	4		Batkanu	2		1	1		
Bonthe	22		3	9	10		Bauya	2			2		
Registered	22		1	13	8		Freetown-Makeni TPO	2				2	
Blama	12		5	7			Kaballa	2		1		1	
Boia-Yonnie TPO	12			8	4		Kangahun	2				2	
Kambia	10			2	8		Mabang	2			2		
Kennema	10			4	5	1	Posted On Sucamer	2			1	1	
Paquebot (GB)	10		2	8			Songo	2				2	
Moyamba	9			1	8		Balima	1			1		
Tiama	8				8		Bananas	1			1		
Commendi	7			7			Daru	1			1		
Sumbuyah	7			2	5		Freetown West	1				1	
Chine Town	6			3	3		GPO Freetown	1		1			
Gerihun	6			1	5		Hangha	1				1	
Rolifunk	6			2	4		Kailahun	1				1	
Sembehu	6			1	5		Kamabai	1			1		
Mano	5			2	3		Kanre Lahun	1				1	
N'Jala	5			1	4		Kent	1				1	
Garrison Mail	4			3	1		Koribundu	1			1		
Lunsar	4				4		Mattru	1			1		
Magburaka	4				4		Mount Aureol	1					1
Makene	4			2	2		Pepel	1				1	
Murray Town	4			4			Roriks	1				1	
New England	4				4		Serabu	1				1	
Pujehun	4			1	3		Shenge	1			1		
Waterloo	4			2	2		Yamundu	1				1	
Government Railway	3			3			York	1				1	
Hastings	3			2	1								
							Un-attributable	99		5	63	31	
							Totals	755	8	65	418	262	2

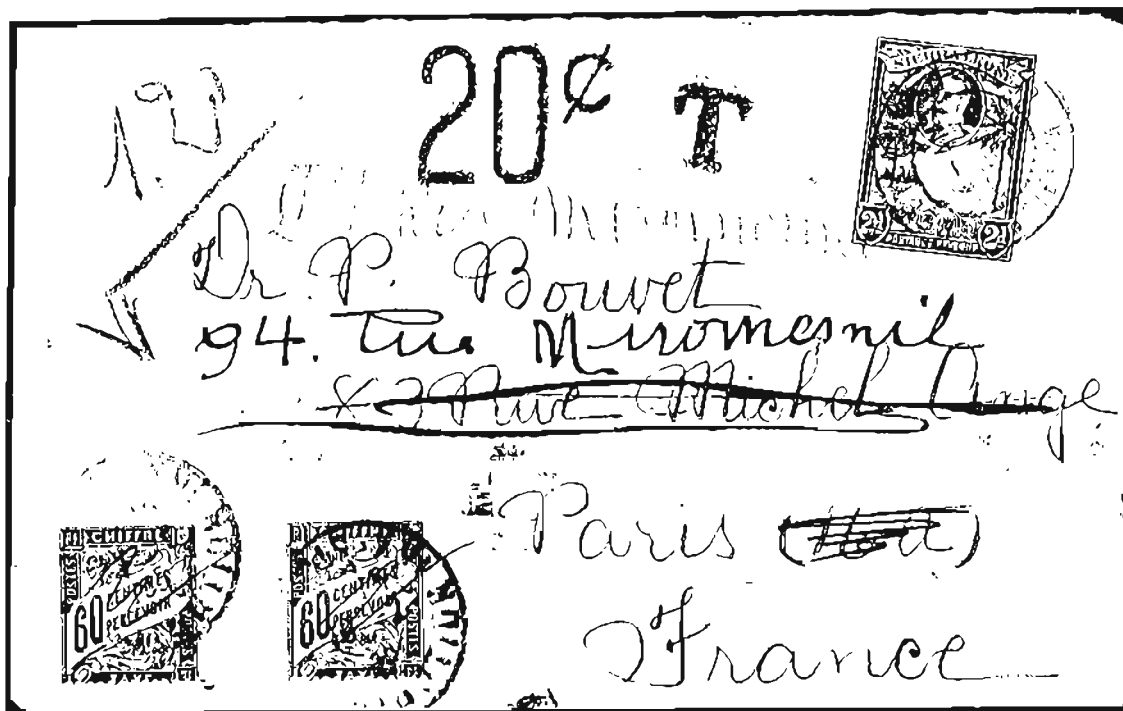
This breakdown surprised me by the large range of offices represented (65) and also the prominence of TPO postmarks.

Several marks were of particular interest:

- Ref 072.02 Kennema in violet
- Ref 320.03 Garrison Post Office Skeleton (three copies)
- Ref 072.05 Kenema Skeleton
- Ref 201.04 Registered Government Railway

SIERRA LEONE: POSTAGE DUE MARKINGS

PHILIP BEALE



Messrs Argyll Etkin have kindly sent me photocopies of two envelopes posted at Freetown in 1935 which bear previously unrecorded marks. The one illustrated was underpaid and is handstamped with a large 20c (centimes) in black and a T (Tax) mark. The centimes were converted to French currency and the amount charged to the recipient by French postage dues. A second cover was posted unstamped on October 30th 1935 and bears the T mark plus 40c in the same style of handstamp.

It is an indication of the scarcity of these marks that they have been unrecorded although members have looked for such items over many years. I am grateful for permission from Messrs Argyll Etkin to reproduce the cover.

In the interval between composing the above comment Frank Walton has shown me two further examples of the marks, these for 30c and 60c. I have also seen another 30c and 10c. Jerry Martin also has a 30c dated 20.1.39. Your Editor has a cover with 3 x ½d. Gold Coast stamps, but with a posted on steamer mark and a Freetown c.d.s. dated November 1936, bearing the T mark plus 40c. The T mark and the 40c have been obliterated.

The range of dates is between 7.2.35 and 20.1.39. I designate these marks as Type M28.

SIERRA LEONE/GAMBIA INSTRUCTIONAL MARKINGS

FRANK WALTON

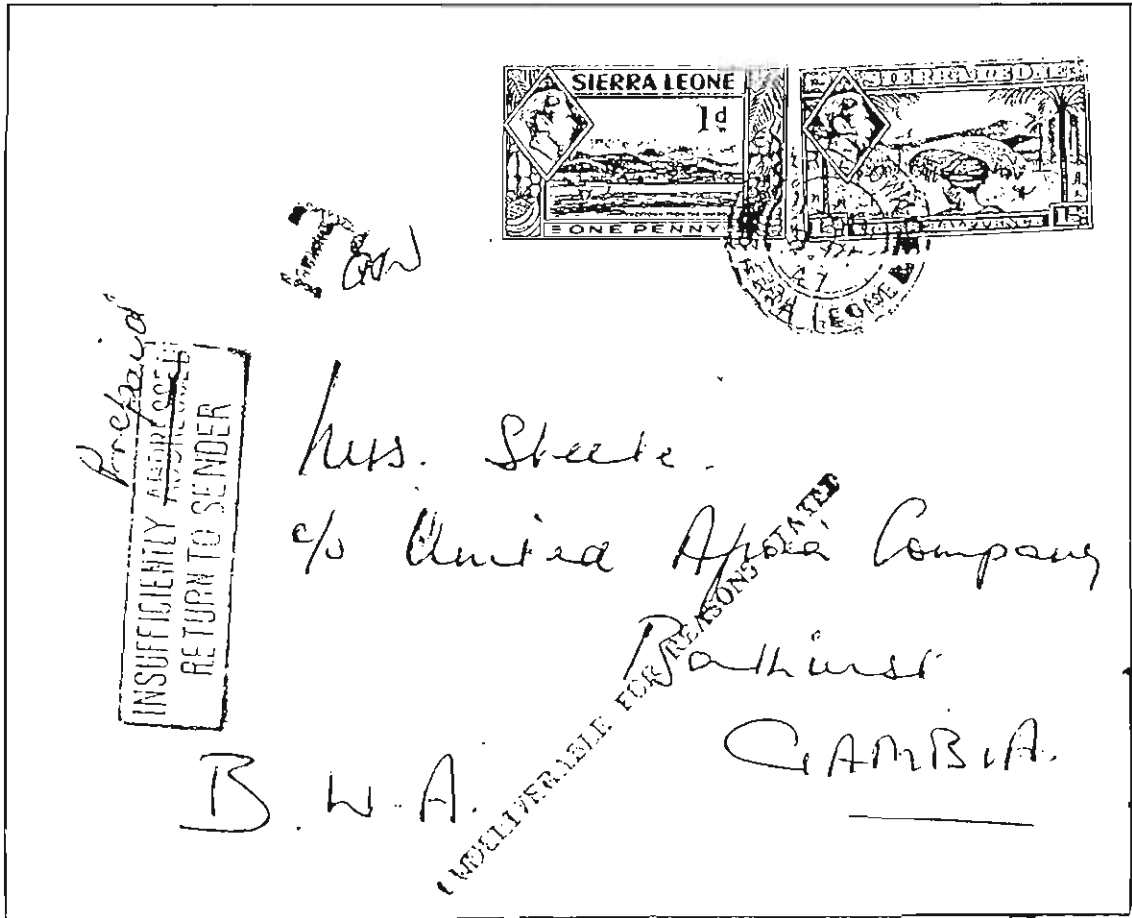
The cover illustrated below was offered for sale in a recent Cavendish Auction at Derby. The postmark is 8th December 1941.

The markings UNDELIVERABLE FOR REASONS STATED (77 x 3 mm.) and INSUFFICIENTLY ADDRESSED/RETURN TO SENDER (51 x 14 mm.) are both unrecorded by Philip Beale.

In the opinion of Philip Beale, the T mark would have been applied in Sierra Leone, and the other two Instructional Markings could have been applied in Gambia. James Grimwood-Taylor, of Cavendish, is of the view that the marks were struck in Sierra Leone.

In either instance, the marks appear to be unrecorded.

Can any member provide further information on these markings.



J.O. ANDREW

To see if anything could be learnt about the rhythms of postal business, I have analysed a sample of 462 Cameos, legibly postmarked between 18th March 1869 and 1st May 1898.

Days: Many, approximately one in ten, are for Sunday; there are even examples for Sunday 25th December. This must be because the mail boat called and many letters were written or posted to catch it; it could not be delayed. I suspect that a further factor was involved: between 1866 and 1870 the Post Master was embezzling P.O. money; no doubt customers became used to posting their mail only when certain that it would not be kept in the P.O. safe. There are a number of mentions in the Gazette and the Blue Books to fees being paid to the Post Master for attendance on Sundays and holidays. Sunday uses are as frequent as Tuesday or Wednesday ones, so the normal uses on those days must have been minimal. It is also clear from the figures that the P.O. did most (55%) of its business on the least three days of the week. Why?

Dates: on 9th August 1869 the Governor pointed out that the Colony now dealt with four mails per month. Assuming that the Post Office opened on Sundays only when the mail boat left on that day, it is likely that these four mails were on or about the 5th, the 12th, the 17th - 20th, and the 30th - 1st. That of the 12th probably didnt survive long into 1870. Because the year no longer appears on the cancellations after 1872, we cannot know how long this continued, but for the period 1881 - 87 we can guess, though with less certainty, that the mail boats called six or seven times per month, probably on the 2nd - 3rd, 7th - 8th, 13th - 14th, 18th, 25th - 26th, and 30th - 31st. But by this time the volume of mail handled was so much greater, and confidence in the P.O. such that mail boat departures stand out less clearly against the normal volume of business.

Months: I had imagined that the so-called "trading season" (October - May) would show up on the analysis by month, but the only significant departure from the norm is November, with less than half the uses noted for October or December. Is some unknow factor at work here?

Years: The interesting feature of the analysis by year was how few stamps show the year 1890. Evidently the zero did exist, unlike what was to happen in 1900, as a number of covers have the stamps cancelled by the "bars", and the c.d.s. elsewhere on the cover. This is known in other years, but stamps showing the year 1890 are decidedly uncommon.



GOLD COAST VILLAGE POSTMARKS

Regular lists available QV - QE11 period
(over 2000 items in stock)

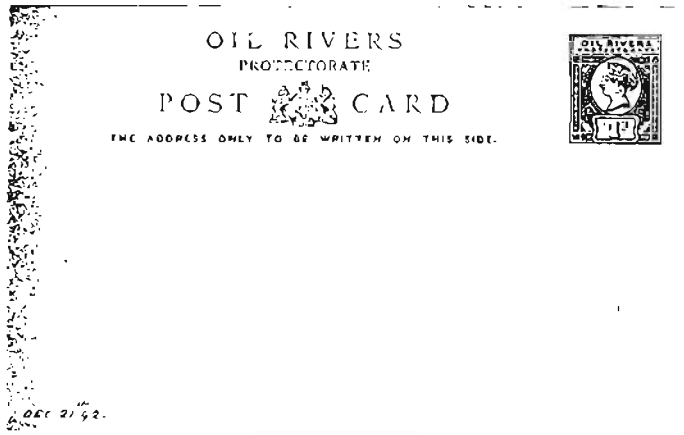
Postmarks also available for the West Indies,
incl. Bermuda; Malta, Sierra Leone etc etc.

Please write/telephone with your countries of interest.

MICHAEL HAMILTON
5 WINBROOK FOLD
WINFRITH NEWBURGH
DORSET DT2 8LR
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