

G A M E O



**Journal of the
West Africa Study Circle**

VOLUME 3 NUMBER 4

JULY 1986



Phillips

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EDITORIAL

This issue contains a preponderance of Cameroons and Nigeria. Perhaps this area, long in the doldrums, is finding a band of followers who have realised the great interest of post 1914 material.

There also seems to be a resurgence of interest generally in George VI issues. It is your Editor's hope that this will be reflected in articles in Cameo.

The Barington-Jones superb collection of Gambia comes under the hammer in a few days time (this is being penned in early June) and a full report will follow in the next issue.

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THE ENDS OF THE LINES: AIRMAIL SERVICES AT THE END OF W.W.II

BARBARA PRIDDY

In July 1939 West Africa was served by four intercontinental airmail routes, three coastal airmail routes and two inland airmail routes. By July 1940 not one was left.

The pre-war network consisted of:

- 1) the Air France service from France to South America, calling at Dakar, with a feeder service from Bamako
- 2) the Deutsche Luft Hansa service from Germany to South America, calling at Bathurst, with an Elders Colonial Airways feeder service from Freetown
- 3) the Imperial Airways Service from U.K. via Khartoum to Kano and Lagos, with an Elders Colonial Airways feeder service from Takoradi and Accra
- 4) the Sabena/Air France – Air Afrique services from Belgium and France to the Belgium and French Congoes and Madagascar with a feeder service from Bamako to Gao and an Aeromaritime feeder service from Cotonou to Gao
- 5) the Aeromaritime service from Dakar to Pointe Noire calling at Ziguincher, Conakry, Monrovia, Abidjan, Takoradi, Accra, Cotonou, Douala, Libreville and Port Gentil.

The unravelling of the network began even before war was declared:

- | | |
|----------------|--|
| 1939 July 15 | Elders Colonial Airways Freetown-Bathurst service withdrawn as uneconomic (Stroud p.561). |
| 1939 July 22 | Elders Colonial Airways Freetown-Conakry regular service inaugurated (A.F. December 1939 p.195, despite A.F. May 1940 p.49: cachet for experimental flight is illustrated in Baldwin p.123). |
| 1939 August | Freetown-Conakry service withdrawn after sea-plane sank at anchor (Davies p.195: he says at Bathurst but that doesn't make sense). |
| 1939 August 24 | Deutsche Luft Hansa Germany-South America penultimate flight left Stuttgart, the last to carry U.K. mail for Gambia. |

The outbreak of war saw more threads slipping, but some caught.

- | | |
|------------------|---|
| 1939 September | Aeromaritime began calling at Freetown (Stroud p.561: A.F. May 1940 p.49 says 4 October). Possibly also Bathurst? |
| 1939 September 2 | Airmail services from U.K. suspended on outbreak of war and reopened early October with rate increased from 6d to 1/3 (A.F. October-November 1939 p.176, although I have a cover apparently accepted for air mail at the 6d rate from Gold Coast postmarked 28 September 1939). Sabena service suspended on outbreak of war and resumed from Marseille 11 February 1940 (de Benadir). |
| 1940 April | Aeromaritime began calling at Lagos (A.F. July 1940 p.90). |

As the fall of France approached the damage was widespread.

- | | |
|--------------|---|
| 1940 June 7 | E.C.A. Gold Coast – Lagos service last flight connecting through to U.K. (Williams). |
| 1940 June 10 | Italy entered the war, after which B.O.A.C. made a few flights to Cairo via Biscarosse and the Franco-Belgian route from Oran to Fort Lamy then across to Khartoum (A.F. March 1945 p.36). Some Nigerian mail may have been accepted on the return flights (Jones). |
| 1940 June 12 | Aeromaritime last flight connecting through to U.K. left Gold Coast (Williams). |
| 1940 June ? | Sabena service suspended (de Benadir), probably also Air Afrique service. |
| 1940 June 17 | Pétain orders French troops to stop fighting. |
| 1940 June 19 | Aeromaritime last flight to call in British territories left.
Gold Coast: mail for U.K. was off-loaded at Freetown (Williams). |
| 1940 June 20 | Biscarosse evacuated and B.O.A.C. service suspended (Davies p.226, but see below). |
| 1940 June 22 | Armistice signed between France and Germany. |
| 1940 June 23 | Aeromaritime service completely suspended (Williams). |
| 1940 June 28 | B.O.A.C. forbidden to overfly French Sahara and service suspended (Stroud p.178). |
| 1940 July 2 | Last Air France flight arrives in Dakar from Natal (Labrousse): and the destruction of the network is complete. |

References

- A.F. = The Aero Field
Baldwin N.C. *West African Air Mails* in A.F. July 1942
Davies R.E.G. *A History of the World's Airlines* O.U.P. London 1964
de Benadir R. *The Belgian Congo: an Airmail Survey* in A.F. May 1941
Jones N.M. *Air Mail – Nigeria* in *Gibbons Stamp Monthly* January 1982
Labrousse R. *Repertoire des Traversées Aériennes de l'Atlantique Sud* 1974
Stroud J. *Annals of British and Commonwealth Air Transport* Putnam London 1962
Williams L.M. & M. *Gold Coast Airmails 1929-1942* in A.F. November 1944

and thanks to Charles Leonard for help with the Gambia and Sierra Leone services.

AUCTION REALISATIONS

(Prices realised include buyer's premium where applicable. Estimates in brackets).

Phillips November 14th 1985

Sierra Leone 1828 E.L. to London showing "1/8" rate mark and stepped boxed "PENZANCE/ SHIP LETTER" on reverse. £60 (£50/70).

Christie's Robson Lowe December 10th 1985

Niger Coast Protectorate Waterloo File die proofs in black on wove paper with die number written above. All soiled in varying degrees.

- A. 1893 inscribed "OIL RIVERS PROTECTORATE"
- | | |
|------|-------------------|
| 1/2d | £145 + VAT (£175) |
| 1d | £151 + VAT (£175) |
| 2d | £151 + VAT (£175) |
| 5d | £151 + VAT (£175) |
| 1/- | £172 + VAT (£175) |
- B. 1893-94 with "OIL RIVERS" obliterated.
- | | |
|--------|--|
| 1d | small part of upper right corner missing
£108 + VAT (£100). |
| 2 1/2d | £108 + VAT (£100) |
| 1/- | £81 + VAT (£100) |
- C. 1894 (May) inscribed "NIGER COAST PROTECTORATE"
- | | |
|------|-------------------|
| 1/2d | £108 + VAT (£100) |
| 2d | £108 + VAT (£100) |

St. Helena 1937 Coronation set, each imperforate and perforated "SPECIMEN", fine unmounted £351 + VAT (£250).

Phillips January 30th 1986

Ascension 1924-33 1 1/2d. variety line through 'C', fine mint, centred to upper left. £35 (£40-£50).

Christie's Robson Lowe March 25/26th 1986

Ascension 1934 Pictorial Issue. Matt photographic reproductions of artist's essays comprising 1/2d., 1 1/2d., 3d. and 1/- in approximately issued designs, 5d. (Ascension Island) 8d. (Three Sisters) and 2/6d. (Green Mountain), each with borders hand-painted with colour wash. Ex De La Rue Archives. £567 (£300).

Ascension 1934 Pictorial Issue. Die Proof of the 5d., complete design in black and ultramarine on thin wove paper (63 x 44mm). £205 (£250).

Ascension 1934 Pictorial Issue. Imperforate Colour Proofs. 1/2d. to 5/- set of ten, each in issued colours and backed on paper. Also the approved pieces of paper from which these proofs were cut. Ex De La Rue Archives. £2,268 (£1,500).

Gambia 1894 essays, imperf. key-plate designs with hand-painted duty tablets, 1d., 2d., 2 1/2d. and 4d. in the issued colours and 3d. in greenish grey and brown, each on unwatermarked paper. £2,376 (£2,500).

Lagos 1874 stamp-size die proof in mauve without value, overprinted "SPECIMEN" (Samuel D9) affixed and sunk into card (70 x 42mm) which is slightly cracked. £388 (£75).

Northern Nigeria 1900 1/2d. "POSTAGE POSTAGE" essay in green on unwatermarked gummed paper with hand-painted country and value tablets. £378 (£250).

Sierra Leone 1896 3d. imperforate colour trial, in dull purple and green, on unwatermarked paper. £75 (£40).

Sierra Leone 1896 6d. in green and blue, imperforate essay on unwatermarked paper with hand-painted "SIERRA LEONE" in upper tablet. £226 (£200).

Sierra Leone 1905 £1 purple on red, a forgery on watermarked paper, fine "used". £32 (£40).

FORGERIES AT HARMERS

J. J. MARTIN

The sale of Forgeries, Fantasies and Reprints at Harmers of London on January 16th 1986 was a fascinating one and included several lots of West African material. Prices realised include the buyer's premium of 10% and 15% VAT on the premium, rounded to the nearest pound. Estimates, the 'conservative opinion' of the auctioneers, are shown in brackets.

The morning session was devoted to the work of Jean de Sperati. The 'unused' 1889 green and red 20/- of Gold Coast, unsigned by Sperati, fetched £156 (£40) and the Lagos 1884-86 2/6d. olive-black, 'used' and also unsigned £47 (£10).

The afternoon was devoted to non Sperati material. In Gambia a 'used' block of four of the imperforate Cameo 1869-72 4d. made £72 (£25) and a similar block of the 6d. £61 (£25). The 4d. in a block of ten (5 x 2) also 'used' realised £100 (£40) as did a similar block of the 6d. There were five values of the 1880 issue, all 'used' and in near issued colours with impressed 'CC' watermark and perforated. As one lot the 1/2d.; 1d.; 3d.; 4d. and 1/- fetched £111 (£25).

Complete sheets of twenty-five by Spiro of the Gold Coast 1875 1d.; 4d. and 6d. all 'used' made £61 (£25).

Next to be offered was Lagos. 'Unused' examples of the 1874-75 'watermark CC' 1d. and 4d. plus the

1884-86 'CA' 6d. went for £36 (£15). The second lot comprised the 1874-75 'CC' 1d.; 3d. and 1/- as well as the 1884-86 'watermark CA' 10/- all 'unused' and would seem to be a bargain at £38 (£25).

Roger West will be discussing the St. Helena section in some detail in the Supplement. The first lot consisted of three engraved examples of the engraved 6d., a 'used' imperforate example, 'unused' and perforated and a 'used' perforated copy in yellow £38 (£20). The 6d. blue in two complete imperf. sheets of 60, 'used', believed to have been produced by Cohn, made £56 (£20) and £51 (£20) respectively. Blocks of four by Spiro of the seven values of the 1864-80 set, all 'used' and perforated fetched £47 (£10). Six 'used' copies of the 6d. from the same set but in green, possibly also by Spiro, realised £18 (£10). Spiro complete 'used' sheets of twenty-five of the set of seven values made £134 (£40). A single 'unused' Spiro sheet of the 1864-80

6d. in yellow without surcharge sold for £23 (£10). This section ended with four mixed lots. There were 162 stamps in the first three lots with an average realisation of £1.14 per stamp. However, the 26 stamps in the final lot fetched £145 (£15) an average of £5.58 per stamp.

The last section of West Africa was Sierra Leone. Two 'used' engraved examples of the 1859-74 6d., one on white and the other on bluish paper, went for £36 (£20). 'Used' Spiro blocks of four of the 1884-93 set, except the 2½d., made £31 (£10) whilst the same values but in sheets of twenty-five sold for £61 (£40). The last lot consisted of 'used' examples of the 1896-97 2/- and 5/- and Edward III 5/- and £1 which realised £31 (£10).

A fascinating sale which, once again, shows the strength of the market in unusual material.

BRITISH EMPIRE SPECIMEN STAMPS

The January – February 1986 issue of The Philatelist and Philatelic Journal of Great Britain included an article by Nick Startup listing, from the Bradbury Wilkinson archives, additional SPECIMENS to those in 'Specimen Stamps of the Crown Colonies' by Marcus Samuel.

Peter Collins, the Editor, has given permission for the West African items to be reproduced in Cameo. All are perforated "SPECIMEN" (Type B9).

Ascension 1948 Silver Wedding 10/-; 1949 U.P.U. 4d. and 6d.

Gambia 1935 Silver Jubilee 1/- (imperforate); 1948 Silver Wedding £1.

Gold Coast 1935 Silver Jubilee 6d. and 1/- (imperforate); 1948 Silver Wedding 10/-.

Nigeria 1948 Silver Wedding 5/-.

St. Helena 1934 Centenary ½d. to 10/- (all imperforate); 1948 Silver Wedding 5/-; 1949 U.P.U. 4d. and 6d.

Sierra Leone 1933 Centenary ½d. to £1 (all imperforate). 1935 Silver Jubilee 1/- (imperforate); 1948 Silver Wedding £1.

LOCAL AND STANDING ORDERS FOR VESSELS CALLING AT ASCENSION 1851

J. H. ATTWOOD

I have transcribed from Commodore Fanshawe's original manuscript his Local Orders, dated 5 January 1851 and his Standing Orders (Chapter 4) for vessels calling at Ascension.

As the Local Orders state, Commodore Fanshawe was, in 1851, Commanding Officer of H.M.S. Centaur and also Commander-in-Chief of the West Africa Squadron, H.M.S. Centaur being the flagship at the time.

H.M.S. Centaur was an Admiralty packet, launched in 1845, and was a paddle-wheel steam frigate. The early paddle-driven steam ships were not entirely suitable as warships since the space taken up by the paddles meant a reduction in the number of guns carried on the broadside. However these paddle-driven ships on packet service saw active service in the on-going

conflict with the slave traders. H.M.S. Tortoise, referred to in both Local and Standing Orders, was the base-ship stationed at Ascension from 1844 to 1860 with her Captain appointed in charge of the island. Captain W. F. Burnett took over command of the 12 gun "Tortoise" on the 14 March 1858. Captain Burnett was officially styled by the Lords of the Admiralty as "Captain of H.M.S. Tortoise in charge of Ascension".

H.M.S. Tortoise was replaced in early 1860 by H.M.S. Meander. In this regard Captain Burnett writes in his letter of 29 December 1859, "I am looking daily for the Meander to take the place of the rotten Tortoise which latter is to be made fire wood or anything else of." Again he writes on 4 January 1860, "I am looking for my new ship daily – the old one is rotten and has been rolling here for 14 years."

MEMO:

The following rules and regulations submitted by Captain Stratton, are approved of, and are to be observed by all H.M. Ships and vessels at Anchor at Ascension.

- 1st Lists of defects, demands for Stores and provisions to complete are, in the absence of a Senior Officer, to be sent to the Office of the Captain in charge as soon as possible after the ship requiring them has anchored; other demands and documents requiring his signature are to be taken to the Office at 9 a.m.
- 2nd The Office is open for Public business from 9 to 11.30 a.m. and from 2 to 4 p.m.
- 3rd All parties working on shore are to land at 6 and 9 a.m. and ¼ to 2 p.m. boats are to be on shore to take them off at ¼ to 8 and ¼ to 12 a.m. and at 5.30 p.m. and no party is to be landed without an officer in charge.
- 4th The artificers working on shore will be under the direction of the officers of the "Tortoise"; – Sailmakers and Ropemakers under the Master; – Engineers and Artificers employed with them under the Civil Engineer; – Carpenters, Blacksmiths and Artificers employed with them, under the Carpenter.
- 5th Leave may be given to the Ships Companies to go on shore on Sundays at 1 p.m., but on no other day without the sanction of the Captain in Charge; – boats are to be sent for them in time to leave the shore at Sunset.
- 6th In the absence of a Senior Officer the guard will be taken by the "Tortoise", and no boat is to be sent on board any vessel arriving until she has received pratique from the Officer performing Quarantine Duty.
- 7th An Officer is to be sent to the "Tortoise" with the ships Order Book, to compare it with, and complete it from, that of the "Tortoise".
- 8th When sick persons are sent to the Hospital then Tickets and other documents are to accompany them, and notice is to be previously given to the Surgeon of the Hospital, when the case admits of it, of the number to be sent, specifying the rank of Officers.
- 9th The directions on the board at the Pier Head House are to be strictly observed by parties on shore.
- 10th When a flag (chequered blue and white) is shown on the Flag Staff at the Pier Head, no large or loaded boat is to be sent on shore, and no boat is to come on shore for cargo of any description; – but light boats with Officers may be permitted to land, excepting after Sunset, when there is to be no communication.
- 11th When a Blue Flag is hoisted over the Blue and White chequered flag, there is to be no communicating with the shore.
- 12th For the information of those who wish to attend, Divine Service commences at the Church on Sunday at 10.30 a.m. and at 6.30 p.m.
- 13th A Pendant may be kept at the Pier Head House, for any Officer wishing to make a signal for a Boat, but only to be hoisted by the Sergeant in charge of the Pier. When a Red Pendant is hoisted over any signal on board the "Tortoise" it will be answered at the Captain's office.
- 14th The Game Regulations established by the Captain in Charge from time to time, are to be strictly observed, and no Officer is to shoot.
 - × The old order in Captain Stratton's Local Order book (9 February 1847) relative to Green Mountain and cancelled by Comre. Fanshawe 5 January 1851 – was as follows:–
 - × 13th. "No Officer is to go to the Mountain without my previous sanction."
"On the island without his permission."
- 15th Vegetables and Milk will be supplied to the Officers every morning at half past seven. Turtle and vegetables for Ships Company twice a week a Boat to be sent for Turtle, Wednesdays and Saturdays at 4 p.m. and at 7 a.m. for Fresh Meat when it is issued.
- 16th No Lighter is to be kept loaded during the night, and is always to be moored at the proper buoy by the ship using her.
- 17th No Seaman is to be entered for H.M. Service in these roads from any vessel bringing out coals or freight on Government Account until after she is cleared.

Signed: Arthur Fanshawe
Commanding
Comdr in Chief

The respective Captains Commanders
and Commanding Officers
of H.M. Ships and Vessels
Arriving at Ascension

Local Orders
by
Comre. Fanshawe
Ascension.

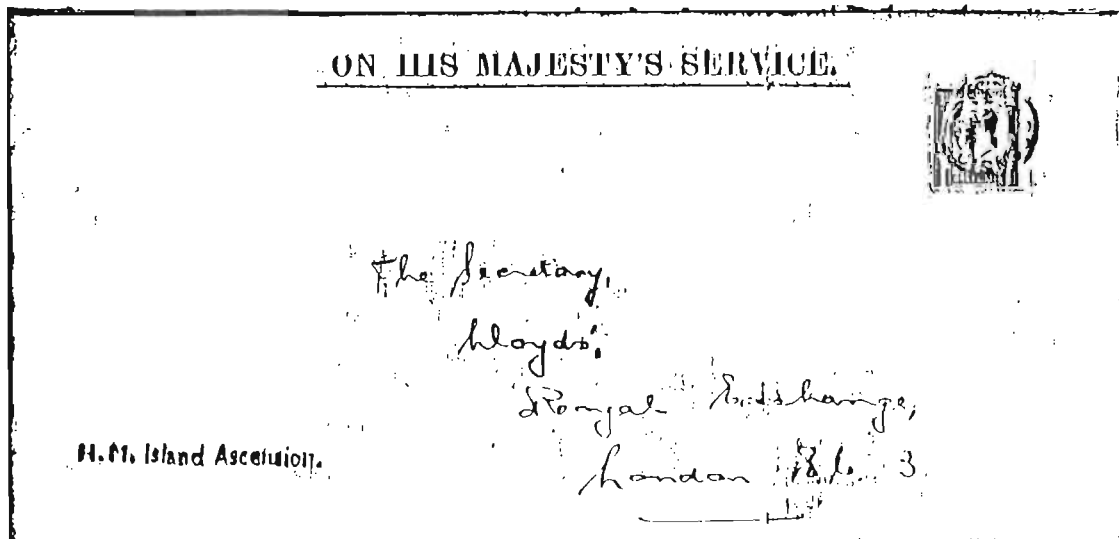
from Comre. Fanshawe's Standing Orders
Chapter 4. Ascension –

- Art. 1. To prevent any misunderstanding relative to the occupation of the Cottages on the Mountain, the Captains and Commanders are informed that the large Cottage is appropriated as follows:–
1st For the use of the Comre. in Chief when he may wish to occupy it.
2nd In his absence for the use of such of the Captains and Commanders of the Station as may wish to reside there a short time to recruit their health or for any married Officer of the Establishment for the same purpose, with the permission of the Captain of the "Tortoise".
- Art. 2. The Cottages occupied by the Officers of Marines and the garden, are for their exclusive use, and are to be considered their Quarters.
- Art. 3. To prevent any irregularity in overworking the Horses and Donkeys which are kept at the public expense, the following Regulations are Established:–
1. All Horses and other Beasts of Burthen belonging to the Crown, are placed under the care and direction of the Captain of Marines, and none are to be used by any Officer or person except by the permission of the Captain of the "Tortoise", or in his absence, of the Captain of Marines.
2. None of the animals are to be employed on Sundays when it can be avoided.
- Art. 4. The Captains, Commanders and other Officers, arriving at the anchorage of Ascension, are strictly enjoined not to interfere with the arrangements which have been established for the care and governance of the Island.
- Art. 5. The Commanding Officer of Ships arriving at the Island to refit and clean Holds and Tanks, are charged to give timely notice to the Captain of the "Tortoise" in order that he may cause a sufficient number of casks to be sent on board to receive the Fresh Water, which is never to be thrown into the Sea.
- Art. 6. The issue of Turtle to the cruisers of the Squadron will be at the rate of three pounds per man a week gratuitously, and on leaving the Island live Turtle will be supplied in the proportion of one to every Fifty Men, if the Ponds will afford it, and the Commanders wish to take them.

H.M. ISLAND ASCENSION

J. H. ATTWOOD

This cover (size reduced) has a KGV 1d. scarlet cancelled ASCENSION II NO but year unclear. It is O.H.M.S. with a blue cachet 'H.M. Island Ascension'.



I have several queries:

- i) What is the status of the cachet, i.e. official or unofficial?
- ii) Was it produced locally or sent out from England?
- iii) If sent out from England was it made by the G.P.O. or some other source such as the Admiralty?
- iv) Has any member further examples. If so, other dates of use would be welcome.
- v) Was it always, and only, used on O.H.M.S. mail?

Lloyds have no trace of this.

ASCENSION – THE 1938 HALF PENNY, A MYSTERY YET TO BE SOLVED

F. R. LOCKYER

½d. – 'The Long E'

The ½d. value features a view of Georgetown, the capital, and Clarence Bay, the only safe anchorage. A retouch on the third stamp of the second row (Row2/3) extends the centre bar of the second 'E' of the word 'GEORGETOWN' positioned at the foot of the vignette. The retouch occurs on both the perf. 13½ and 13 x 12¾ issues. However, copies of the perf. 13½ exist with and without the retouch, which leads to a minor philatelic mystery yet to be resolved.

The records show that the ½d. centre (or key) and frame (or duty) plates were released by the Crown Agents representative to the De La Rue staff on only four occasions – February 1938, February 1944, sometime in 1948, probably towards the end of the year, and November 1952. The physical issue and return of plates is the safest source of information about when they were used, since occasionally requisitions may have been met from stocks held by the Crown Agents Bureau. The 12 May 1938 printing (Req.1586/3) was perf. 13½. It has been suggested recently that perhaps the next printing of the ½d. in 1944 was similarly perforated and the plate retouched prior to use. However, the 13 x 12¾ perforator had come into use with the release of the 1d. value in May 1942 and all the values issued with the ½d. in 1944 were changed to the new perforation. This being duly noted in Gibbons Stamp Monthly (GSM) in July 1944, without any mention of the ½d. being issued in the old perforation. Furthermore, Mr. John Marriott has confirmed that the Plate Block from Req.2549/1 in the Royal Collection and sent by De La Rue on 12 June 1944 is perf. 13

x 12¾. In these circumstances the suggestion that the 1944 ½d. value was perforated 13½ must be rejected.

We are left to consider two further possibilities. First, that an unrecorded release of the plates was made for a second perf. 13½d. printing. The issue of the new 4d. value and the change of colour for the 1d. and 3d. values in July 1940 – all perf. 13½ – would perhaps, have given the opportunity. But this is most unlikely to have happened bearing in mind the recording system used and the very tight security always associated with the control of plates. The alternative is that a retouch was done during the printing run for Req.1586/3 as both the centre and frame plates were apparently in the hands of the printers for two weeks (14-28 Feb. 38). This was a long time in comparison to the three days (8-10 Feb. 44) the centre plate was needed by the De La Rue staff to produce the 1944 printing (Req.2549/1) and surely long enough for a retouch to be made. On the other hand, my own positional blocks perforated 13½, with and without the retouch, although slightly tropicalised are distinctly different shades of violet; this could point either to a temporary halt during the 1938 printing run to do a retouch or to an unrecorded second perf. 13½ issue. The mystery remains and if anyone can help to solve it I trust they will come forward and share their ideas. In any event I wish I owned a block showing the centre bar of the second 'E' either damaged or missing, this would, at least, demonstrate why the retouch appeared!

Mr. Lockyer is General Secretary of the King George VI Collectors' Society.

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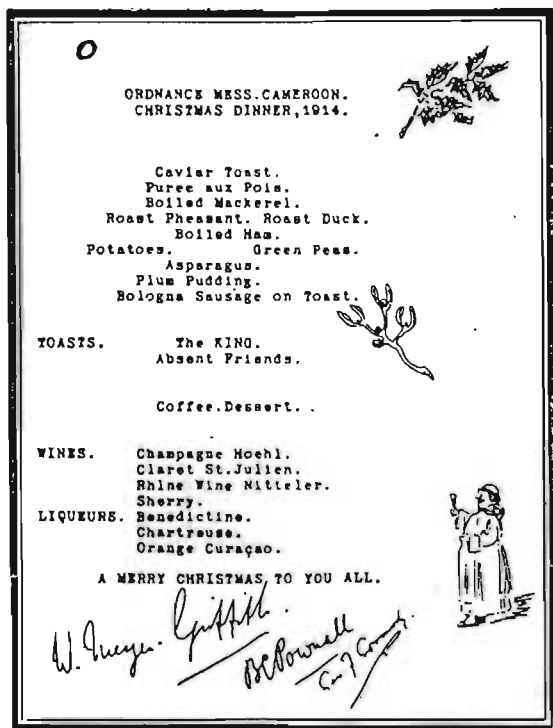
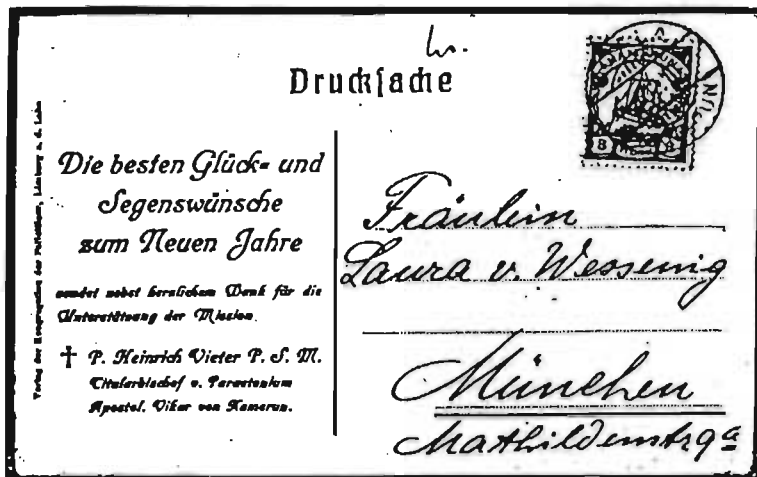
Wants Lists welcomed.

SEASONAL GREETINGS FROM KAMERUN/CAMEROONS

R. J. MADDOCKS

FOR THE NEW YEAR

FROM THE CATHOLIC BISHOP OF KAMERUN, DUALA 6 DEC 1910.



FOR CHRISTMAS

From Cameroons Expeditionary Force Duala 1914.

Two of the three well wishers who have signed this menu are Major Meyer-Griffith and Captain Pownall; these brief notes are by way of additional interest. (Gorges-Great War in West Africa).

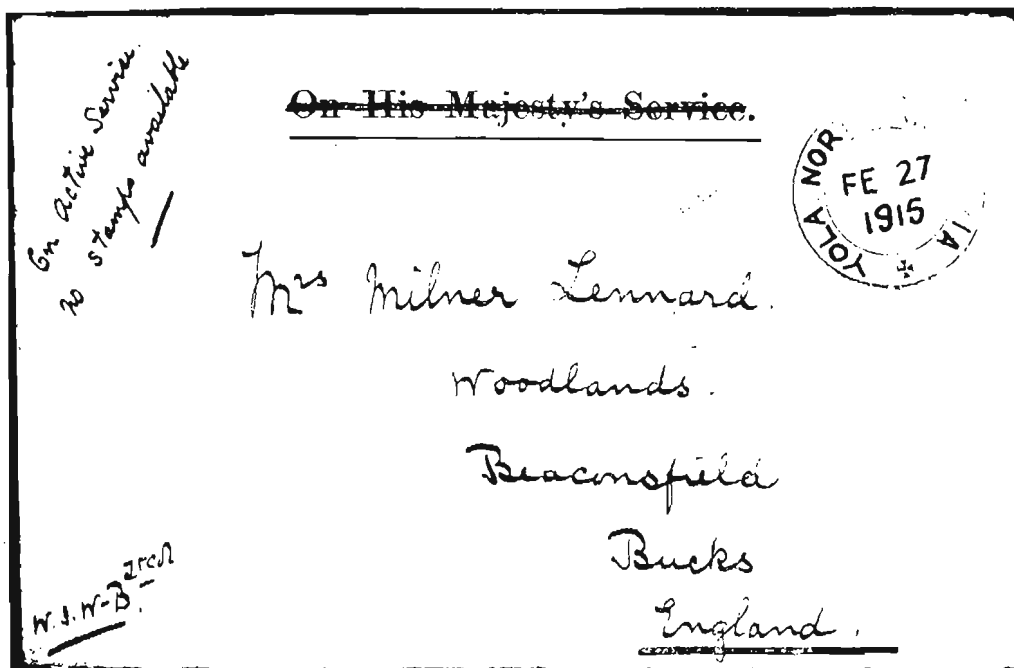
Major Walter Meyer-Griffith of 3rd Company West Africa Regiment

Commanding the line of communications, he was mortally wounded on 28/5/15 near Wum Bigas, east of Edea when engaged in an effort to extricate a convoy of sick and wounded which had been ambushed in the forest. At the time he was leading a party of Tirailleurs Senegalais in a bayonet charge and several of them fell around him; they saved the convoy. Major Meyer-Griffith was awarded the Croix de Guerre.

Captain B. C. Pownall of the Royal Navy

He was commander of the British cruiser H.M.S. "Challenger" which bombarded Douala into surrender to the Anglo-French Expeditionary Force on 27 Sep. 14.

YOLA - CAMEROONS CAMPAIGN



This item, submitted by Michael Wright, shows the YOLA NORTHERN NIGERIA c.d.s. used on a stampless 'On Active Service' cover and dated FE 27 1915.

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TELEGRAPH CANCELLERS USED IN BRITISH CAMEROONS (1920)

J. E. SCHELLING

During the British Occupation of the Cameroons the first postal canceller recorded for Bamenda is the Nigerian type double-ring c.d.s. reading 'Bemenda'; this canceller was used in 1921 (ref. 1). For Ossidinge the only known canceller bearing that name is the German (pre-1914) c.d.s.; the Nigerian type double-ring c.d.s. only appeared after the change of name to Mamfe in 1922 (ref. 1).

The 'Blatter-cover' illustrated below (fig. 1) undoubtedly shows that prior to the cancellers mentioned above Telegraph date-stamps were used at Ossidinge and Bamenda on ordinary mail. The G.P.O.

shown by the Nigerian transit-marks on the rear: Ikom (21/8/20), Itu (25/8/20) and Port Harcourt (31/8/20). There is still another backstamp that is rather similar to the one on the stamps, bearing the same inscription (SOUTHERN NIGERIA/TELEGRAPHS), but on the 'bridge' the date (14/8/20) appears between the letters (O/S). From the dates it can be concluded that this canceller was applied at Ossidinge, being the only station of importance between Tinto and Ikom (see map, fig. 4).

The Ossidinge and Bamenda Telegraph cancellers are reproduced in fig. 2:

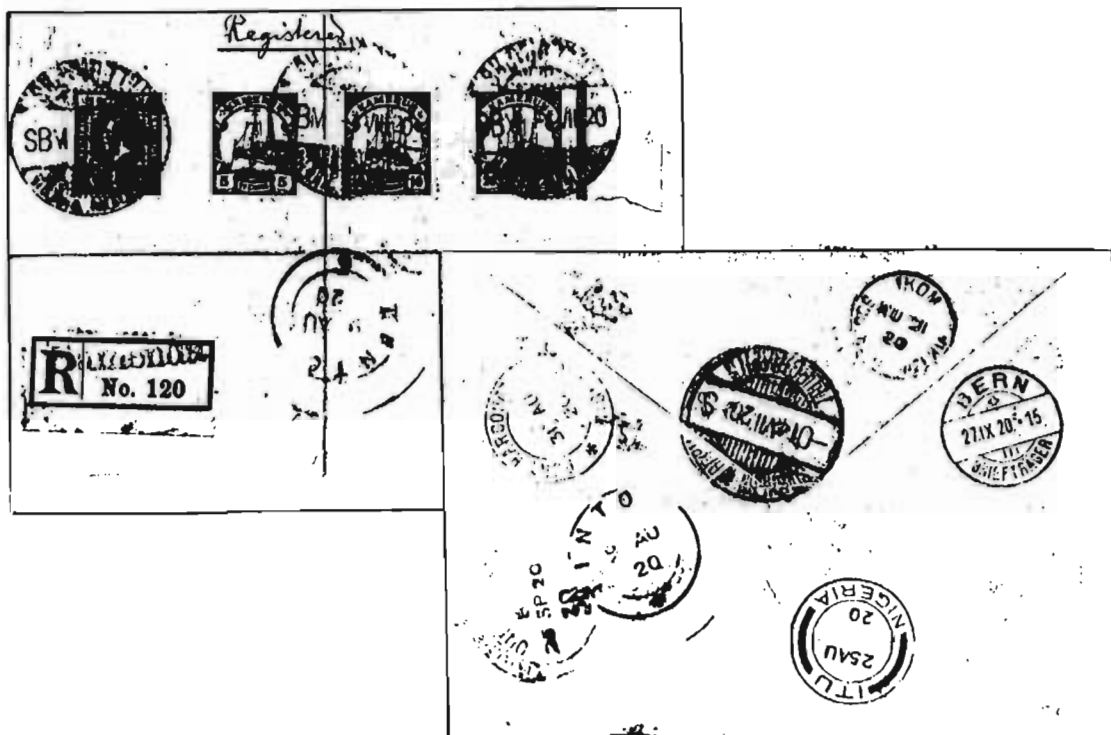


Figure 1 'Telegraph' cover from Bamenda (1920)

records (ref. 2) state that from 1916 (and still in 1920) mail for Ossidinge and Bamenda was circulated to Calabar in Nigeria, but nothing is known about the mail from these stations during that period. The cover (fig. 1) also shows that (at least during the rainy season) mail was sent down the Cross River, via Nigeria.

The stamps on this cover are cancelled by a large 'Swiss-type' date-stamp inscribed SOUTHERN NIGERIA/ TELEGRAPHS, and showing an inverted 'bridge' on which the date (4/8/20) is preceded by a combination of letters (SBM).

The Bamenda origin of the cover is proven by the German-type handstamp on the registration label and is confirmed by the Tinto transit-mark (9/8/20) on front (applied at the first Post Office on the way to the coast). That this cover was actually sent via Nigeria is



Figure 2. The Telegraph cancellers used at the Ossidinge (A) and Bamenda (B) Telegraph Offices in 1920

These SOUTHERN NIGERIA TELEGRAPHS cancellers are very similar to the ARMY TELEGRAPHS cancellers used in the Boer War on Army Telegraphs stamps (refs. 3 & 4) and during the period 1917-1920 in British Occupied German East Africa as provisional cancellers (together with the ARMY SIGNALS date-stamps) on ordinary mail (refs. 5 & 6, see fig. 3):

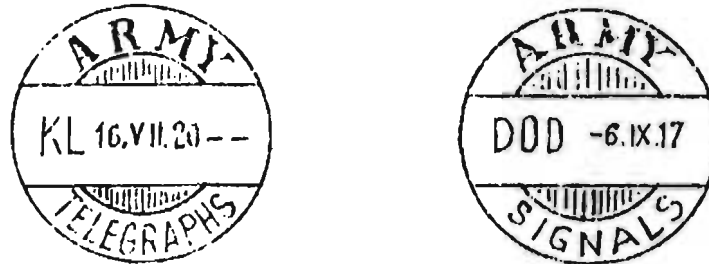


Figure 3. ARMY TELEGRAPHS and ARMY SIGNALS cancellers used at Kilossa and Dodoma (East Africa), 1917-1920 (ref. 5).

The construction of the ARMY TELEGRAPHS cancellers, that were of Swiss manufacture (ref. 7), is very well described in the "Manual of Instruction in Army Telegraphy - Field Telegraphs 1897", of which extracts appear in ref. 3a:

'A steel stamp engraved with "Army Telegraphs" and having nine steel type wheels, each revolving freely on a common axis, which can be set to print any desired combination. Wheels 1 and 8 each having thirteen letters of the first half of the alphabet A to M and a blank or hyphen. Wheels 2 and 9 each having thirteen letters of the second half of the alphabet N to Z with a blank or hyphen. Wheels 3 to 7 having numerals to print any date ...

The type wheels are intended to be set either to print the code of the office or to some combination representing approximately the name of the station at which the office is established.'

The SOUTHERN NIGERIA TELEGRAPHS back-stamp (see figs. 1 and 2) on the cover perfectly fits the above description: type wheels 1 and 8 showing a hyphen and wheels 2 and 9 the letters O and S for Ossidinge. The SOUTHERN NIGERIA TELEGRAPHS canceller on the stamps (figs. 1 and 2) has the wheels in a somewhat different sequence and completely inverted. Probably the wheels have for some reason been removed from the date-stamp and after reassembling have been put into the canceller in a different way (as in the ARMY SIGNALS date-stamp, see fig. 3). The addition of a letter S (in front of BM for Bamenda) could very well be short for 'Station', as official documents from that period often refer to 'Bamenda Station' or 'Station Bamenda' (ref. 10).

From the information mentioned above it can be concluded that in 1920 there were only Telegraph Offices and no Post Offices at Ossidinge and Bamenda.

It is possible (but not likely, as at Tinto already a provisional-type postal canceller was used) that officially these Offices were already Post and Telegraph Offices, but still had no postal cancellers and therefore used Telegraph cancellers.

It is doubtful whether the use of Telegraph cancellers on ordinary mail was officially authorized.

It seems strange that after four years of British Administration of this part of the Cameroons, there still

were no postal facilities at the two most important inland stations, but in view of the political situation (see below) this might be explainable.

Historical background (refs. 8-10).

After the unsuccessful advance of Nigerian troops along the Cross River in August-September 1914, Ossidinge was occupied in early 1915 by a column of the Nigeria Regiment, West African Frontier Force, included in General Cunliffe's command; the Germans having withdrawn to Bamenda in December 1914. This Nigerian force stayed at Ossidinge for 9 months, awaiting the advance of Cunliffe's troops coming from Yola. In October 1915 the Ossidinge column under Major Crookenden was ordered to advance towards Bamenda, that was occupied, against strong opposition, on the 22nd of that month. By that time the whole area that later became known as the Southern Cameroons was cleared of German forces (ref. 9).

Already before the end of the Campaign telegraph communications were established by the military (with the aid of the Nigeria Posts and Telegraphs Department) between Ikom and Ossidinge and in 1916 a 'light line' was completed between Buea and Ikom, where it was connected with the Nigeria system. In the same year Post and/or Telegraph Offices were opened in this part of the Cameroons at Tinto and Ossidinge (ref. 8, report for 1916). As both stations were situated along the new-built telegraph line, it is likely that they were at first only Telegraph Offices; it is not known in what year Post Offices were opened.

In January 1916 a civil District Officer (G. S. Podevin) was appointed in Bamenda District, that also comprised the former German Ossidinge "Bezirk". Podevin was assisted by Assistant D.O.'s in Kentu and Ossidinge, and a garrison company of the 3rd Nigeria Regiment. In spite of its closeness to the Nigerian border little was known of the region and it soon became clear that there was much unrest amongst various tribes as a result of the war. Further, Bamenda was in a very isolated position, being a fortnight-journey away from the Resident's Office at Buea (only six months after his arrival, Podevin received the first official orders from Buea), and linked to the Cross River line of communication only by way of mail runner (ref. 10). During 1916 and 1917 some kind of administration was set up in the area controlled by the station.

Native Courts were established at Bamenda (1917), Bali and Bagam (1918).

Communications with Buea were much improved by the extension of the Ikom-Buea telegraph line with a branch-line from Tinto via Dschang to Bamenda. In that year Telegraph Offices were opened at these two stations (ref. 8, report for 1918). But in November 1918 the world-wide influenza epidemic reached Bamenda and over 15,000 people, including District Officer Podevin, died in the District. This disastrous event resulted in a complete breakdown of administration in 1919 and the new District Officer (Major Crawford), left without an Assistant D.O., was virtually penned to the area around the station.

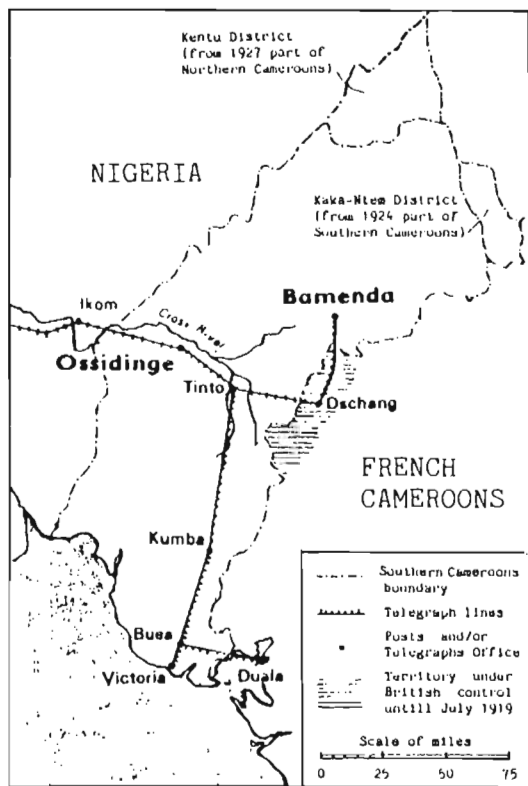


Figure 4. Southern Cameroons (ca. 1920).

Only the following year (1920) effective administration was established over a larger area and patrols, accompanied by newly arrived civil officers, visited various parts of the District for the first time since the British occupation. From 1920 Lugard's 'Principles of Indirect Administration' were applied to Bamenda District; by 1924 the whole District was pacified and the Nigerian garrison could be withdrawn from Bamenda.

So, between 1916 and 1920 Bamenda was a very isolated station where only a few Europeans were working. The occasional mail was brought by mail runner to the Cross River area (Ikom Post Office in Nigeria) and possibly by runners sent regularly to the Resident's Office at Buea. At Ossidinge in 1916 only one European was working and because of the good communications with Ikom there was no need for a

Post Office. The Telegraph Office at Bamenda was opened in the 'disaster-year' 1918 and it is evident that only from 1920 when more civilians were engaged in the administration of the Division, postal facilities became a necessity; a Post Office was opened at Bamenda in late 1920 or early 1921.

Acknowledgement

Thanks are due to Bob Maddocks for pointing out the connection to the Army Telegraphs cancellers and for his discovery of the 'Reports', and to Michael Wright for his continuing encouragement and help during the preparation of these notes.

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JAN SCHELLING
October 1985

GAMBIA. BATHURST SKELETON 1917

C. RAINEY



The illustration is of the picture side of a postcard commercially used to France.

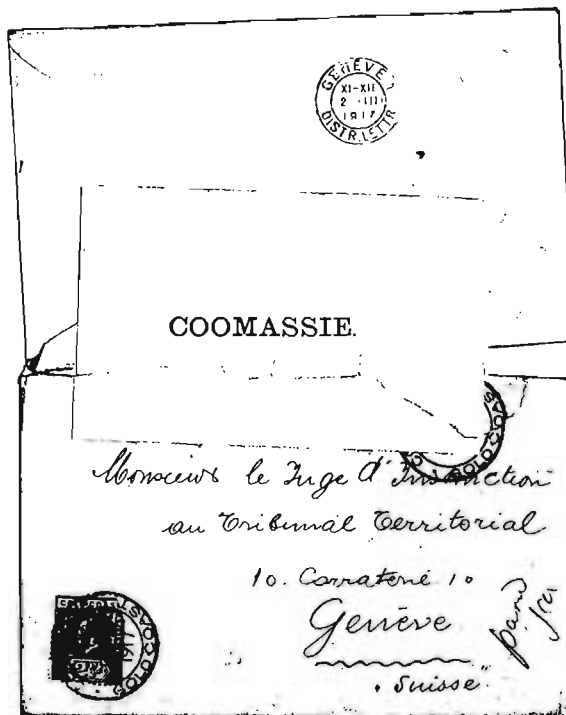
The halfpenny stamp has been cancelled by a skeleton postmark 'Bathurst/4 9/17/ Gambia'. Have any readers seen other examples?

GAMBIA W.W.II CENSORSHIP

Ian Glassborow's 'Military Mail List' for April/May 1986 included a cover to Switzerland, franked 1/3d. with censor handstamp IVA in violet.

It was sealed with a black on yellow label 'OPENED BY EXAMINER NN/3' which has not been recorded before.

GOLD COAST W.W.I. COOMASSIE LABEL



This label appears on a 1917 envelope from Coomassie to Geneva, Switzerland. It is a white label with black printing but no wording to indicate censorship. Any comment would be welcome.

Enquiry from F. D. Ceukeleer submitted by Alan Brown and Dann Mayo.

A.S. POST OFFICE TELEGRAPHS, GOLD COAST.

Prefix *X* No. *66* Code *68* Words *K* Date *15/1* Station of Origin *Kumasi*
 Recd. from *W* Sent to *To Identity shade*
 At *W* By *W* By *W* *Dentist water ville House*

*Urgent. 5/11 K 5/10 oct Can you make
 appointment Monday for replacing tooth
 for native lead. Set if so I will send
 him here by this week's mail.*

From *Major Clarke* Franked by *W. G. R.*
W. G. R.

Post and Telegraph Form No. 132. W. & A. G. & Co. Limited, Printers, London W. & E. & F. & G.

GOLD COAST TELEGRAPH FORM

J. J. MARTIN

Illustrated is an example (reduced size) of a Telegraph Form used at Kumasi (date-stamp Usomer ? Town B.O.) in 1907

GOLD COAST INTERNAL AIR MAIL FLIGHT 1948

J. J. MARTIN

Recently your Editor spent an interesting evening with a retired member of the Colonial service. Mr. E. T. K. Cann served in the Gold Coast from 1928-1940 and, after a break for war duties, from 1944-1950.

As a surveyor he helped build the telegraph line from Tamale to Navrongo which eventually went through to Po and Ouagadougou in Haute-Volta

In those days, smaller village post offices were of galvanised iron construction, thatched on top and with walls made of a mixture of earth and cow dung. Larger offices, such as at Kumasi, had a long line of P.O. boxes from which firms would collect their mail.

Mr. Cann produced three registered envelopes sent by him from Takoradi to Accra on January 3rd 1948. He marked each one 'FIRST FLIGHT INTERNAL AIR SERVICE'. This particular flight is mentioned in N. C. Baldwin's pamphlet on Gold Coast air mails. It was carried out by British West African Airways who were inaugurating a circular service between Accra, Kumasi, Takoradi and Accra.

GOLD COAST STAMP ORDER

J. J. MARTIN

This form was contained inside a cover from the Gold Coast bearing a 2d and 2½d. Christiansborg Castle stamps.

Dated 29th September 1936 it shows the order details and also the items available. It appears that the

2/6d, 10/- and 20/- were no longer on sale, the key-plate series having been replaced by the Christiansborg Castle set with values to 5/- only and without a 2/6d.

It is of interest that Reply Paid Coupons were shown on the form.

GOLD COAST COLONY.

No. 579/36-37 GENERAL POST OFFICE,
ACCRA,
29th September 1936

In case of reply the number and date of this letter should be quoted.

SIR,

In answer to your letter of 27th August 1936 containing an enclosure of £0.2.5, I have the honour to forward the postage stamps, &c., indicated below:—

No. of Stamps.	Description.	Value.	£	s.	d.	Remarks.
/	½d. Stamps.		-	-	½	
	1d. "					
/	2d. "		-	-	2	for postage
/	2½d. "		-	-	2½	for postage
	3d. "					
/	6d. "		-	-	6	
/	1s. "		-	1		
	2s. "					
/	2s. 6d. " <u>P.D. Labels</u>		-	-	1	
/	5s. " <u>2d.</u>		-	-	2	
/	10s. " <u>3d.</u>		-	-	3	
	20s. "					
	Post Cards (Inland)	½d.				
	Post Cards (International)	1d.				
	Books of Penny and Half-penny Stamps	2s.				
	REGISTERED ENVELOPES:					
	F size	2½d.				
	G "	2½d.				
	H "	4½d.				
	Embossed Envelopes in pkts. of 24	2s. 6d.				
	Reply Paid Coupons	2½d.				
	Total		£	-	2 5	

Signature of officer certifying to despatch. } _____

To H. S. A. Whitehouse
18 Law Cliffs Road,
Accra
Gold Coast

I have the honour to be,
Sir,
Your obedient Servant,

Postmaster General
Postmaster General.

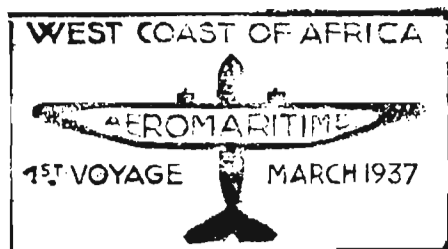
G. C. P. & T. 135. W. & S. A. 1936

GOLD COAST – AERO MARITIME CACHETS

K. J. MACRAE

Researching for a reply to a query from a member, I realised that G. R. Gibson's "Air Mail Stranger" (Cameo, January 1977) was a little less unusual although still lacking explanation. To summarise my findings to date:-

In the Circle's Bulletin notes of 1957 is shown a drawing of the cachet shown as Fig. 1 in Baldwin's article but with "WEST COAST OF AFRICA" at the top instead of the French equivalent. This illustrated the Editor's notes:-



Similar to Baldwin's
Fig. 1

"5th March 1937, via French Air Line direct flight from Takoradi, violet cachet." Mr. Hughes, a member, side-noted that he had a cover with that cachet dated Kumasi, **June 28-38**. Colin McCaig also side-noted with a drawing of the different cachet (that shown in Gibson's article in Cameo) from a cover dated Accra, 3/3/37. He also commented - "Were these used indiscriminately?"

I now have 2 covers:-

- 1) From Accra (27/2/37) to Liverpool via Sekondi (4/3/37) and no doubt Takoradi 5/3/37. This cover bears a cachet like Baldwin's Fig. 1 but with "WEST COAST OF AFRICA" at top.
- 2) From Accra (3/3/37) to Belgium via Sekondi (4/3/37) and no doubt Takoradi 5/3/37, and Paris 11/3/37. This cover bears a cachet similar to that in Cameo, January 1977 (in fact the whole envelope as printed is similar) but it shows "1st Voyage" and "March 1937" clearly within the diamond.



56 x 37 mm

So, we now know of 6 covers (4 "diamonds" and 2 similar to Baldwin's). One of the latter was still available a year later than the first flight, the others (both types) were available for the first flight. Why were there two types and under what conditions were they used? Can anybody let me have more information including details of other covers?

THE LAGOS PROVISIONAL "HALFPENNY ON FOURPENCE"

J. F. INCE

In Cameo of January 1986, attention was drawn to the occurrence of a defective 'E' on printing "PENNY" on the 4d. stamp which reproduced as 'F'. The late H. G. Porter in his series of articles on 'The Stamps of Lagos' in 'Stamp Collecting' 1935/36 illustrated an example but made no further comment and the purpose of the present enquiry was to ascertain, if possible, whether this defect was a constant characteristic in the later stages of one of the printings.

This does not now appear to be so and I am grateful to members Alan Fleming and especially to David Carson. The latter has identified the examples so far seen as from Printing B, types II and III, plus an example probably from Printing E. The example illustrated by Porter, since it is in a row of six stamps, printed in couplets, must be from Printing A and therefore the conclusion must be that the defective 'E' is not a constant variety.

THE NIGER COAST. YOUR HELP REQUESTED

J. F. INCE

In connection with current research being undertaken by John Sacher and myself in preparation for a book on "The Niger Coast" covering the period from pre-adhesives to 31st December 1913, I would be glad

to hear from any member who has examples (used or mint) of ancillary postal items such as postal orders, money orders, reply coupons, telegraph forms etc.

CANCELLATION OF BRITISH STAMPS IN THE NIGER TERRITORIES

JOHN SACHER

In the London Philatelist of January-February 1982 (Vol. 91, No. 1069-70) I wrote a short article summarising the practice of cancellation of British Stamps on covers posted at Akassa.

A correspondence between the Royal Niger Company, the Lagos Post Office, the Colonial Office and the G.P.O. throws some light on the practice.

In August 1894 the Royal Niger Company complained that the Lagos Post Office was not accepting letters bearing British stamps as prepared and were charging recipients double postage as if unstamped. Sierra Leone and the Gold Coast were not behaving in this way.

After an exchange of letters the General Post Office clarified the situation on the 6th October, stating that it provided and paid for conveyance of correspondence from the territory and that British Stamps were accepted in payment. It went on to explain the practice

"In the absence of any local Post Office the correspondence in question first enters the postal service when it is received on Board the British Mail Packets and thus comes within the category of correspondence posted on Board.

Under Article XI of the Postal Union convention

British postage stamps should be recognised in every country of the Union as available for the pre-payment of letters posted on board British packets: and no doubt when the matter is properly understood in Lagos, the correspondence when bearing British stamps, will be treated as paid".

One may presume therefore that the Royal Niger Company offices, while handling mail, were not regarded as Post Offices and consequently made no attempt at least initially to cancel the stamps, nor when they did were the stamps treated as properly cancelled. Hence the practice of cancelling or recancelling them in London. Presumably the mail to Sierra Leone could also have been cancelled on receipt there.

When the Company's handstamps were officially accepted as valid cancellers is not revealed. Covers with stamps cancelled only in the UK have now been seen originating from Akassa up to 7th June 1896. Prior to that date I have seen only five covers cancelled at Akassa and not recancelled on arrival in the UK. (ex Akassa 2.6.1895, 15.6.1895, 3.9.1895 and 20.5.1896).

No doubt more information will emerge in due course.

PIGEON POST

JOHN SACHER

It has previously been noted that a Captain Elgee was mentioned in postal reports of 1900 as training birds for a pigeon post into the interior and to Forcados.

Lagos Governors' correspondence* contains a report dated 5th May 1899 that Captain Elgee had brought out 4 pairs of carrier pigeons and was prepared to undertake the care of others. The original ones were doing well, but a small supply of baskets and quills for messages was required.

Two months later it was reported that he was to receive another 12 to 15 pairs for breeding purposes, and in December that a service was to start to Forcados.

The service must have taken a while to establish as it was not until July 1901 that a pigeon loft had been established at the new terminal. More needed to be done according to the Captain.

Subsequently he asked for a transfer to the civil service and applied for and obtained a position as assistant District Commissioner.

By August 1903, for reasons unstated, but perhaps because the breeder, trainer and operator was no longer available the service was abandoned.

These letters and minutes do not make any reference to a service "into the interior".

* Public Record Office - C.O. 142.

POSTAL USE OF TELEGRAPH HANDSTAMPS

J. F. INCE

Further to the EKET cover, dated 7th August 1919 and illustrated in Cameo 2 Volume III (July 1985), some members will have seen in a recent auction catalogue a further example of the postal use of the 'GOVT-TELS' handstamp. This latest example occurs on another early Nigerian cover to England, the KG V 1d. being tied by a similar c.d.s. viz. 'GOVT-TELS/UBIAJA/FE 4/15'.

Obiaja is some 20 miles west of Illushi, a port of call on the River Niger and the cover has been back-

stamped with a type 3A T.P.O. c.d.s. (double circles 26 x 17 mm). "TRAVELLING POST OFFICE/ SOUTHERN NIGERIA / A / FE 7/15" accompanied by a Forcados c.d.s. The T.P.O. strike is superfluous although possibly, if the office was for telegraphs only there would be some justification for the T.P.O.

This cover confirms the occasional usage of the telegraph handstamp for postal purposes and advice has been received of its similar occasional use in West Africa.

NIGERIA. INDENTING FOR POSTAGE STAMPS

N. M. JONES

By courtesy of the National Postal Museum, I am reproducing a letter in the De La Rue records. The storing of stamps had always been a problem as this letter infers. It also shows that dated postmarks would not be a completely reliable guide in the checking of shades.

LAGOS

8th May, 1925.

Postage Stamps: suggested retention of reserve stocks by Crown Agents.

The Honourable
The Chief Secretary,
LAGOS.

As you are aware there has been a good deal of dissatisfaction expressed on the subject of the poor adhering qualities of the postage stamps of Nigeria.

2. The matter has been made the subject of representation to the suppliers and the only suggestion made by the Crown Agents was that the stocks in Nigeria be kept in air tight boxes. This has always been the practice so far as has been found possible.

3. I now invite your attention to an alternative scheme put forward by Mr. Sharp, the Chief Accountant of this Department, and which I consider workable and likely to prevent deterioration of the stamps.

4. At present, an Indent for stamps is sent home once each year. It is a departmental rule that at least one year's supply of each denomination be held in the country and, as it is so much more economical to order large than small quantities of a denomination, it frequently happens that stamps are two and more years old when used.

5. The suggestion made to me is that the Crown Agent should maintain the main stocks and that Nigeria hold only six to nine months' supplies. Requisitions would be made on the Crown Agents not more often than quarterly and this office would still be responsible for indenting for sufficient supplies to maintain adequate reserve stocks.

6. I shall be very glad if Government can see its way to asking the Crown Agents to consider this proposal.

There do not seem to be any comments on this suggestion.

NIGERIAN G V PLATE NUMBERS

N. M. JONES

By courtesy of the National Postal Museum, I am able to provide information from the De La Rue records concerning the above. In May 1928 the Postmaster General's Office, Lagos wrote:

Postage Stamps 10/-d denomination

Plate Nos. re.

I have the honour to inform you that it is observed that the 10/-d postage stamps executed under indent No. 80/28 (requisition 7090) were printed on plate 16 while those executed earlier under Indent No. 286/26 (requisition 4895) were printed on plate 17. Specimens enclosed in attached envelope.

2. The reason for issuing the plate numbers in such sequence is not apparent to this Administration in the absence of any remark on the invoices &c., and as queries have been raised by Philatelists on this point, I shall be glad if you will be good enough to furnish me with any available information on the subject at your early convenience.

3. Paragraph four of your letter 1225 G/Nigeria 2986 of 9th July, 1925, refers to the issue of Plate 17 10/- stamps.

This letter to the Crown Agents was passed by them to De La Rue who replied in June 1928:

We beg to acknowledge receipt of your letter of the 19th June covering copy of a communication from the Postmaster General of Nigeria with reference to certain supplies of 10/- postage and revenue stamps and the questions raised by philatelists regarding the sequence of numbers of the key plates, and inviting our observations thereon.

All values of Nigeria postage and revenue stamps are printed from 120 set General Key plates, of which we always have three and sometimes four in use. The General Key is used for several other Colonies and to comply with urgent requests for delivery we occasionally have all plates on the machines at one and the same time, thus causing the numbers of plates to vary as in this instance.

NIGERIA. SELF GOVERNMENT NORTHERN REGION 15 MARCH 1959

N. M. JONES

3d. VALUE

The frame of the above stamp is identical to that of the previous commemorative issue viz. the 'Centenary of Victoria, Southern Cameroons'. Each issue was printed by Waterlow & Sons but the 3d. value of the 'Northern Region' issue was printed by Waterlow's subsidiary company in Brussels in sheets of 60 (6 x 10) against the 'Victoria' issue sheets of 5 x 12.

For some reason the Brussels issue was very poorly printed and resulted in numerous 'fly-specks'; thin scratch lines of purple ink covering several stamps; weak frame lines and many examples of under and over-inking resulting in deformed letters and value box.

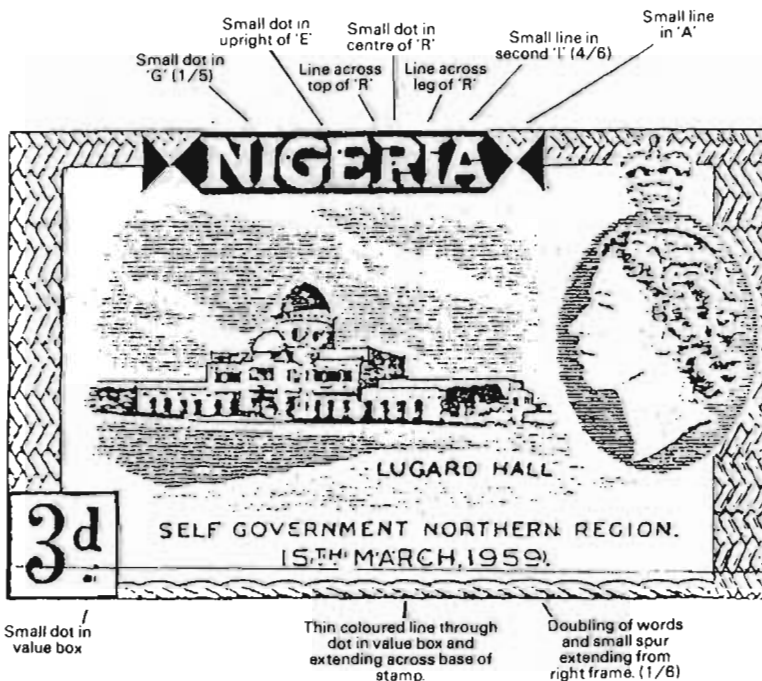
However, having examined several hundred copies of the stamp there is a possibility that some of the 'fly-specks' may possibly be constant. I list them below and would be pleased to hear of any examples also held by other members:-

	No. of copies held
1. Dot in G of Nigeria.	6
2. Dot in E of Nigeria (of the above 20 copies 11 have a thin horizontal purple line across the stamp just above 'SELF-GOVERNMENT, NORTHERN REGION'.)	25
3. Thin horizontal line across upright leg of letter 'R' of 'NIGERIA'.	5

4. Dot in centre of 'R' of 'NIGERIA'.	19
5. Horizontal line across slanting leg of letter 'R' of 'NIGERIA'.	14
6. Small horizontal line in upper part of second 'I' of 'NIGERIA'.	24
7. Small horizontal line in second leg of 'A' of 'NIGERIA'.	3
8. Extra dot below 'd' of value, and thin horizontal purple line across stamp below '15TH MARCH, 1959'.	15
9. Extra dot (as in 8) but without horizontal line.	3
10. The already recorded variety of the 'Doubling of inscription' etc. plus small 'spur' outside right hand side outer frame line.	29

The main problem is placing these varieties in their position on the sheet as I have found it impossible, so far, to find any substantial blocks of this stamp. The bottom two rows of the sheet can be disregarded as none of the above varieties occurs in the block which I hold. However, I have some small irregular blocks and, based on the recorded variety (No. 10) as being Row 1 No. 6; then variety No. 1 is Row 1 No. 5 and variety No. 6 is Row 4 No. 6.

Any information on the position of the others would be welcomed.



POST OFFICE IDENTIFICATION NUMBERS IN NIGERIA

DON VAN REKEN

For many years, since the 1950's, I have been recording the identification numbers of Nigerian Post Offices as I have discovered them on stamps and letters. The commonly used dated hand cancel devices do not carry any number device. Only the Money Order (M.O.) or Postal Savings (S.B.) cancel devices commonly carry such numbers and so they are not too commonly seen on either stamps or covers. Yet they do appear, from time to time, and that is the basis of this listing.

My own list has been supplemented by that of fellow member, Neville Jones, who is the Editor of the modern

Nigeria part of our study circle.

- Note: 1. Since the list was begun in the 1950's it does include the Cameroons.
 2. Number 256 and 266 seem to be the same P.O. This must be studied.
 3. Number 6482 is probably a 6th canceller at Maiduguri (No. 482).
 4. The list, for the most part, is in alphabetical order. It will be interesting to note the changes as the number of Post Offices increases.

2	Abak	187	Etinan	421	Kaduna Head Office
3	Lagos GPO	187	Ekuru	423	Kafanchan
6	Ado Ekiti	189	Egbe	424	Kano
8	Agbor	193	Erin Ile, Offa	425	Katsina
9	Agege	201	Ekwerizu-Owerri	426	Kaura Namoda
10	Agenebode	202	Effun Alaye	428	Kontagora
11	Ahoada	226	Funtua	429	Kumba
13	Apapa	237	Gboko	431	Kaduna Town
14	Arochuku	238	Gombe 2	432	Sabon Gari Kano
16	Auchi	239	Gudi	433	Kano City
18	Abonnema	240	Gusau	434	Kano Airport
18	Ado Ekiti Chr. Sch.	250	Ikenme-Shagamu	436	Keffi
19	Agbado	251	Igbara Oke	460	Lafiagi Lagos BO
21	Aba Town	252	Irrua Uromi	461	Lagos 6, 7, 9, 10-20, 23, 30
29	Abudu	256	Idah	462	Catholic Mission Street Lagos
31	Ago Iwoye	257	Ijero Ekiti	463	Broad Street Lagos
36	Awgu	261	Ile Oluji	464	Lau
37	Secretariat BO3 Ibadan	264	Agodi Gate BO Ibadan	465	Lokoja
39	Akwukwu-Isseseleuku	265	Iddo Station	468	Maloney Street Lagos
41	Abbi Abraka	266	Idah	469	Totoro Abeokuta
45	Afuzo Ausni (=Benin)	267	Idumagbo	482	Maiduguri
47	Aguata	268	Ife	483	Makurdi
72	Alders Town-Warri	273	Ikirun	485	Mamfe
95	Eleruwa-Ibadan	274	Ikom	487	Minna
107	Bamenda	279	Imo Abeokuta	490	Mobile P.O. No. 1
108	Bansari	280	Imo River	491	Mushin
109	Barakin Ladi	281	Issele Uku	493	Mbieri
111	Bauchi	283	Ikeja	494	Mobile P.O. No. 2
113	Benin	284	Ikenne	494	Mobile P.O. No. 4
114	Bida	285	Iwo	499	Mopa-Kabba
115	Birnin Kebbi	286	Ikorodu	500	Mubi
118	Buea	287	Ijebu Igbo	504	Mbaitoli
120	Burutu	289	Ibusa	506	Nkwagwu
122	Bama	290	Ifon	519	Nembe
125	Bomadi-Warri	291	Idanre	522	Numan
149	Cable Point Asaba	292	Ipetu Ilesha	523	Nwaniba
150	Chindit Barracks Zaria	293	Illah Issele Uku	524	Nbawsi
159	Ubuluku-Ogwasihuuku	294	Ikole	525	Nnewi
161	Degema	296	Ikot Akan	526	Nkwogwo-Owerri
162	Duchin Wai	297	Ijero Ilesha	529	Ora
163	Denton St. EB	300	Isonyin	545	Orerokpe-Warri
173	Ebeute Metta	315	Igarra-Auchi	546	Otwa-Auchi
174	Ede	326	Ikeja Airport	551	Oleh-Ughelli
176	Eket	331	Ikoye Lagos	552	OgutaSouth Oguta
178	Epe	336	Iseyin	554	Oka
182	Etinan	347	Ife BO2	555	Obiaruku-Abraka
183	Effurun	399	Jantar Area Jos	556	Oye Ikin
184	Ekpoma	402	Jos	557	Okuku
185	Eleiyeye-Ibadan	404	Jos Town Jos	562	Ogbomoshos
186	Ejigbo BO Oshogbo	420	Kabba		

564	Ogoja	590	Owodo	653	Uyo
565	Oguta	601	Potiskum	654	Uzuakoli
566	Ogwashi Uku	602	Port Harcourt	656	University College Ibadan
567	Okene	604	Pankshin	657	Umunede-Agbor
568	Okigwe	618	Samaru-Zaria	659	Ubuluku
569	Okitipupa	619	Shaki Oyo	660	Uzairue
570	Ondo	620	Sapele	663	Upper Igun-Benin
571	Onitsha	621	Shagamu	664	Uromi
572	Opobo Lagos	622	Sokoto	691	University SO Nsukka
575	Oshogbo	624	Sapele Town Sapele	700	Victoria
576	Otta	626	Sobe-Ifon	709	Wasimai-Abeokuta
577	Oturkpo	628	Egborode-Sapele	711	Wukari
579	Owo	629	Shendam-Barakin Ladi	719	Warri
580	Oyo	630	Tiko	730	Yaba
582	Onitsha Town	632	Surulere	731	Yemetu
583	Bori Ogoni	636	Sapele Road Benin	732	Yola
584	Oyan	641	Somolu	750	Zaria
586	Oshodi	645	Uwani BO Enugu	753	Sabon Gari Zaria
587	Onitsha BO	650	Ubiaja		
588	Oke Ado	651	Ughelli	6482	Maidugurri

NIGERIA. 1965-72 ANIMAL DEFINITIVES

Derek Worboys has submitted a photostat of a most interesting variety. It is a complete imperforate sheet of the 10/- of the 1969-72 printing by the Nigerian Security Printing and Mining Co. Ltd. The 10/- and £1 were not included in that release. The colours are the same as those of the 1965-66 set. The bottom two rows are illustrated.



NIGERIA: REGISTERED ENVELOPE SURCHARGES

N. M. JONES

In the July 1983 issue of *Cameo*, I dealt with the seeming increased 'counter price' of Nigerian registered envelopes. Since then I have obtained several more such envelopes. These are now listed plus the earlier examples.

Size	Postal Point	Date	Mark
G	IBOKUN	30 Jun 81	Manuscript '55K' in red
H	ABAKALIKI	21 May 81	Manuscript '60K' in black
H	AGEGE 2	25 Mar. 81	Manuscript '60K' in red
H	AGEGE 2	25 Mar. 81	Manuscript '60K' in black
H	AGEGE 2	18 Apr. 81	Manuscript '60K' in black
H	AGEGE 4	2 Jan. 81	Manuscript '60K' in black
H	AGODE GATE	10 Apr. 81	Manuscript '60K' in black
H	AMACHARA	7 May 81	Manuscript '60K' in black
H	BACITA	10 Mar. 81	Oblong rubber stamp with '60 KOBO' in violet
H	IBORO	28 Apr. 81	Manuscript '60K' in black
H	IFE	27 Apr. 81	Manuscript '60K' in black
H	IJOKO	30 Jun 81	Manuscript '60K' in black
H	IKEJA	8 Jan. (?) 81	Manuscript '60K' in black
H	IKEJA AIRPORT	7 Apr. 81 & 25 May 81	Manuscript '60K' in black
H	IKURUN	2 Jly. 81	Manuscript '60K' in black
H	TELEGRAPHS ILESHA	30 Dec. 80	Manuscript '60K' in black
H	ILORIN	12 Mar. 81	Oblong rubber stamp with '60 KOBO' in violet
H	ISHOKUN	8 Jly. 81	Manuscript '60K' in black
H	LAGOS 13	23 Apr. 81	Manuscript '60K' in black
H	MAKURDI	4 Feb. 83	Manuscript '60K' in black
H	OFFA	4 Jly. 81	Oblong rubber stamp with '60 KOBO' in black
H	ORU	16 June 81	Manuscript '60K' in red
H	ORU	13 Jly. 81	Manuscript '60K' in red
H	UYO	27 Feb. 81	Manuscript '60K' in black

PERFORATION FLAWS ON ISSUES OF MODERN NIGERIAN POSTAGE STAMPS

ALAN FLEMING O.B.E.

As a collector of Modern Nigerian stamp issues, I have found it somewhat annoying at the amount of stamps being issued by the Nigerian Philatelic Service and the Nigerian Postal Services with badly damaged

perforations. This from my own experience has been all too frequent from 1981 and other Members of the Circle may confirm an even earlier date.

There appears to be TWO major and constant flaws



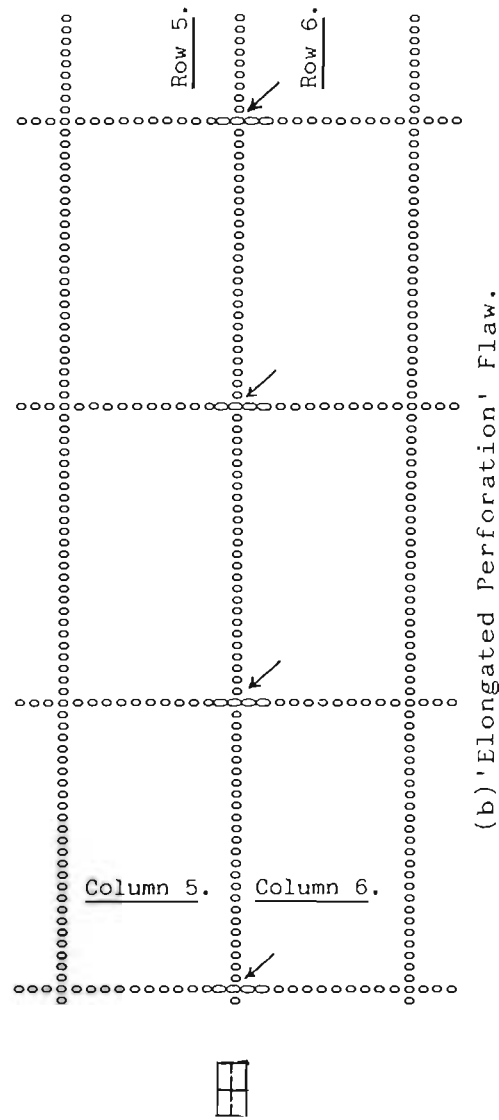
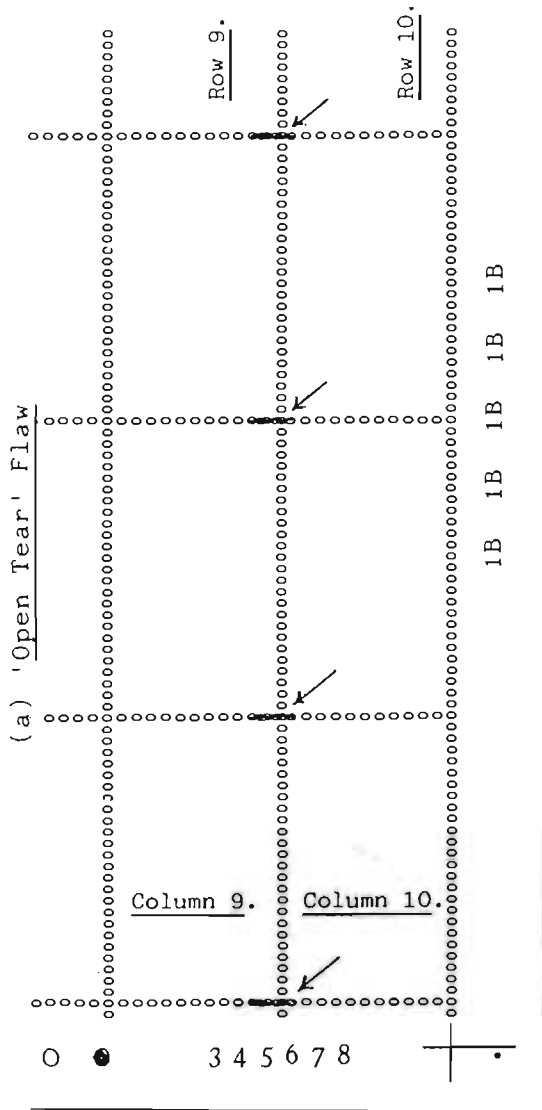
that are produced by the perforating machinery which is resulting in:-

- (a) 3 Additional Intermediate Perforations which due to their close proximity with the original, cause an 'Open Tear' of approximately 2½ mm. between the 2 bottom rows of horizontally printed stamps on each sheet. (The flaw is also present horizontally between columns 9 and 10 on sheets of vertically printed stamps).
- (b) In addition, there appears to be a further constant flaw consisting of 5 Elongated Perforations vertically situated between Rows 5 and 6 on sheets of horizontally printed

stamps. (The Flaw is also in a similar central position on vertically printed sheets of stamps).

The true nature of the 2 perforation flaws are not readily appreciated in the case of a single marginless stamp and may appear as careless separation damage, whereas a most interesting collection could be made of the Bottom Right Hand Corner blocks of 4. These would clearly illustrate both the horizontal and vertical Open Tear flaws mentioned in paragraph (a) above. To illustrate further, I have attached a photocopy of the Left Hand Corner block of 4 of 1982 S.G.429.

As I have not personally seen either of these two flaws affixed to First Day Covers, I look forward to hearing if other Circle members have come across any.



NOTE: As viewed on Vertically Printed Stamps

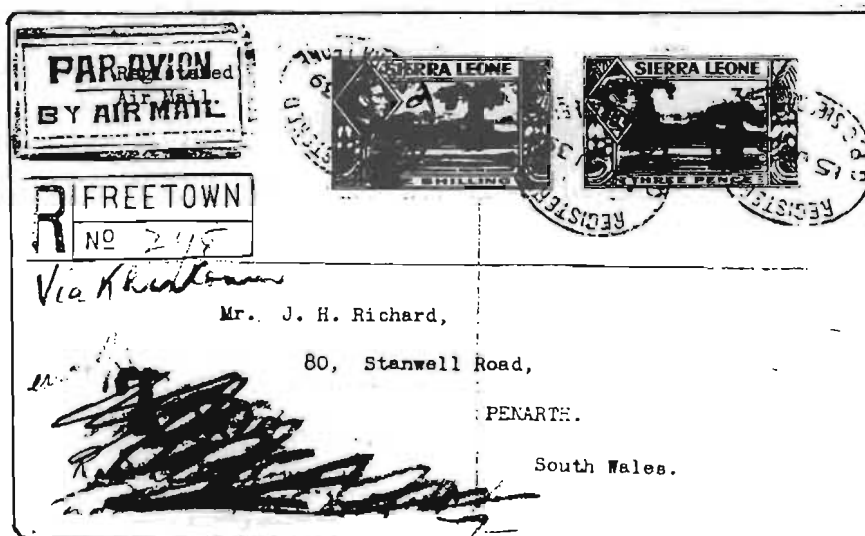
SIERRA LEONE 1939 – AN UNUSUAL AIRMAIL COVER

P. O. BEALE

This envelope was posted in Freetown on June 15th 1939, registered and marked for airmail. The rate via Bathurst was 1/3d. plus registration so it was under-stamped for that route. However, since May 1937, mail could be sent by air via Lagos and Khartoum at a 1/- rate plus registration 3d. The envelope was taxed in error, this being noted with a comment that is now illegible. The airmail postal service from Freetown to Bathurst lasted until July 15th and the German service

from Bathurst until the end of August, so the error can be understood.

The Penarth arrival datestamp is May 12th so transmission took 28 days: the mailboats generally taking 8 days. On the back is also Takoradi June 28th and Accra June 30th. *The Times* reported an earthquake in Gold Coast on 23.6.39, so the delay may have been owing to natural causes rather than postal.



TOGO – A WARNING

K. J. MACRAE

In 1961, Mr. H. M. Brice-Smith wrote to Mr. J. Cameroon, then Gold Coast Editor:

“Some months ago Mr. Macrae passed on to you my query concerning the 10/- and £1 Gold Coast stamps (S.G.83 and 84 1913-21 set) cancelled in Togo in April 1915 though they were apparently not issued until 1916.

I was advised to submit these stamps to the B.P.A. for a certificate and sent them S.G.84, the £1 value. You will be interested to hear that their expert committee decided that the postmark was a forged cancellation and issued a certificate (No. 42345) to

that effect. As both cancellations were similar, both were forged and I returned them to the source from which I received them.

I have been reminded of this by receiving the Gold Coast Bulletin with your notes on Togo cancellations and the illustration ‘LOME TOGOGEBIET’. I remember that the forged cancellation tended to be oval rather than round and, of course, the discrepancy in the date and the stamp’s issue date is explained.”

The above note is of interest and may serve as a warning to beware of such unoverprinted Gold Coast stamps ostensibly used in Togoland.

TOGO. THE 1915 ACCRA OVERPRINTING

A Togo collector has contacted your editor with what appears to be a new discovery. This is the 1/- value (S.G.41) but with an olive back similar to the 1916 London printing S.G.53a.

This particular stamp has the small ‘F’ so must be the earlier release. Could members check their copies of this stamp and advise if they have a similar item.

Also your editor has seen a copy of the 1d. value with a forged double overprint. The initial overprint is genuine; the forged second overprint is right above the original whereas, in the genuine double overprint, both overprints are almost on top of each other rather like a kiss print.



GOLD COAST USED IN TOGO 1914

J. J. MARTIN

Gold Coast stamps were taken to Togo with the Allied Forces since it was not anticipated that any German Togo stamps would be found. A few covers are known from the period prior to September 28 1914, when the overprinted stamps were released, bearing ordinary Gold Coast stamps.

The above example with a 1d. stamp was postmarked on September 4th 1914.

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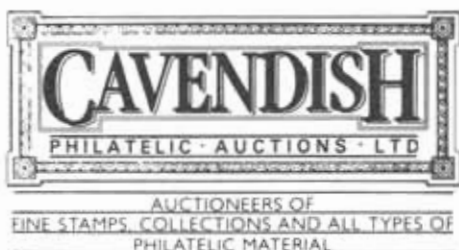
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