



EAST AFRICA STUDY CIRCLE BOOK AUCTION 2024

April 2024

**EAST AFRICA STUDY CIRCLE
SPECIAL POSTAL BID BOOK AUCTION**

The EASC has received by donation a number of books from the estates of Jonathan Smalley and Michael Farrant, to whose families we are extremely grateful. The books are to be sold for EASC funds, although 50% of the profits from Jonathan's books will go towards the support of the hospice which cared for him in his last days.

Books are hugely important to philatelists and postal historians; Francis Bacon is supposed to have coined the phrase "Knowledge is Power", and there is no doubt that the knowledge contained in all these volumes is hugely relevant to us all. This is a once-in-a-lifetime opportunity to purchase such books at a very reasonable price. There are 73 lots here, thus a significant opportunity to add to our personal libraries.

This is a postal bid auction only; all bids are to be sent to ericcoulton@aol.com by email, or via text or call to his mobile (see editor's number in BEA) or by post to Robin Fieth at his address in BEA. Bids must be received by the closing date Saturday 11th May 2024. For your convenience, photos of all lots are available on the Members' Area of our website. If you require further information on any lot, please contact Eric Coulton as above. Eric has also provided the lot descriptions; please report any concerns over descriptions to him.

Please enter your top bid for each item. If successful you will obtain the lot at just £1 above the under-bidder, so you can bid your highest with complete confidence. Note also that the reserves and final successful bids are exclusive of postage and packing which will be added at cost. Successful bidders will be invoiced by Robin Fieth as soon as is practicable after the closing date; please note there may be a slight delay in sending out to successful bidders as the books need to be retrieved from storage. Any successful bidder who might prefer to collect lots at a future EASC meeting, or at another time in London at a mutually convenient time & place, should contact Eric direct by email or mobile as above.

There are three sections below:

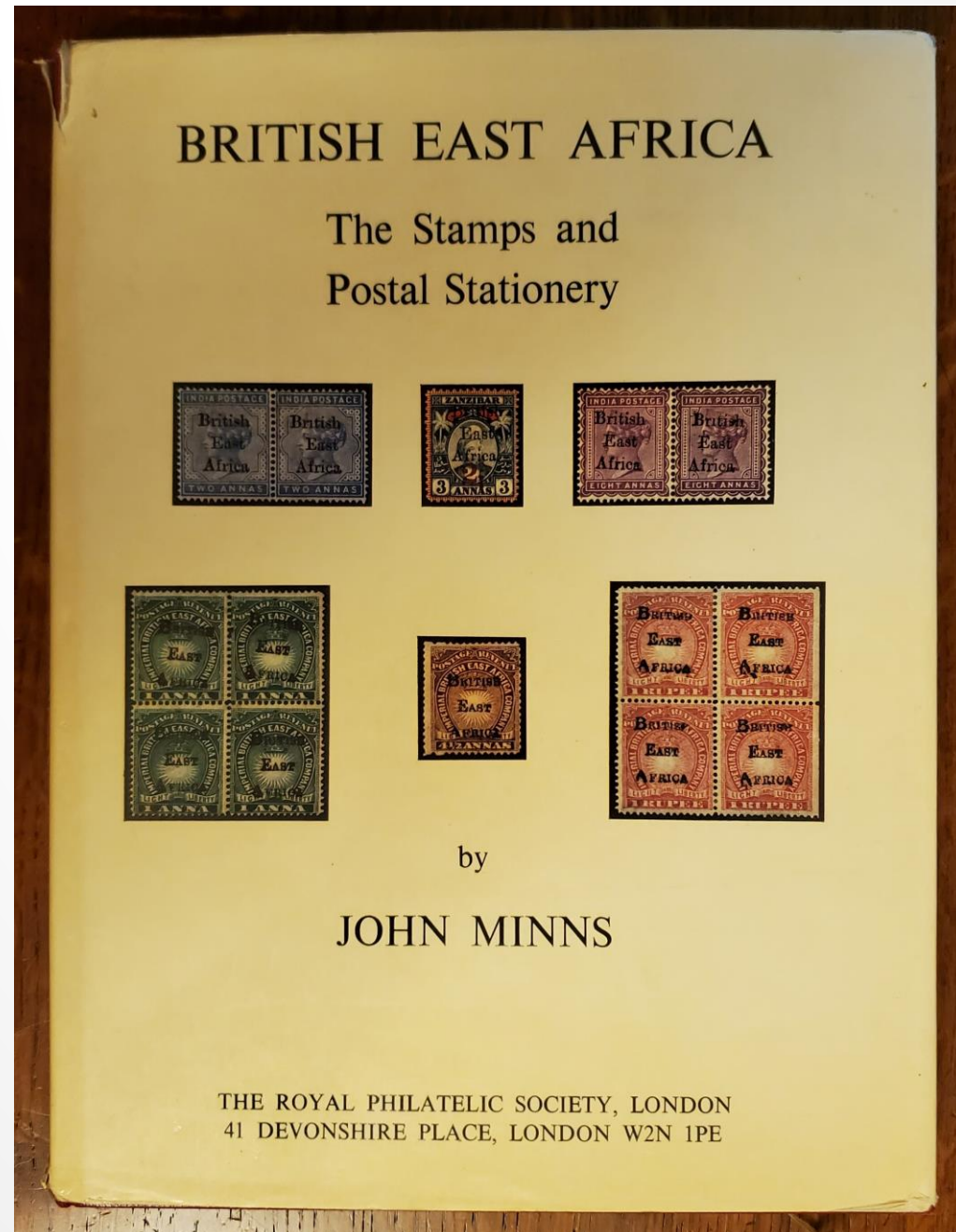
- **Lots 1-21: East Africa - Philately and Related**
- **Lots 22-66: East Africa - Books & Miscellany**
- **Lot 67-73: General Philatelic Books**

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LOT 1

£6

British East Africa: The Stamps and Postal History
(John Minns. RPSL. 1st Edn. 1981) Hardback + d/w.
Classic work superseded by the 2nd Edition in 2006
but still useful



Ceremonies marking the transfer were also performed at Lamu on 8 July, and at Kismayu the following day. On 31 August 1895 the Foreign Office issued a public statement that all territories in East Africa which were under British Protection (except Zanzibar, Pemba and the Uganda Protectorate), would be included in one Protectorate under the name of "British East Africa".

Interim Postal Arrangements

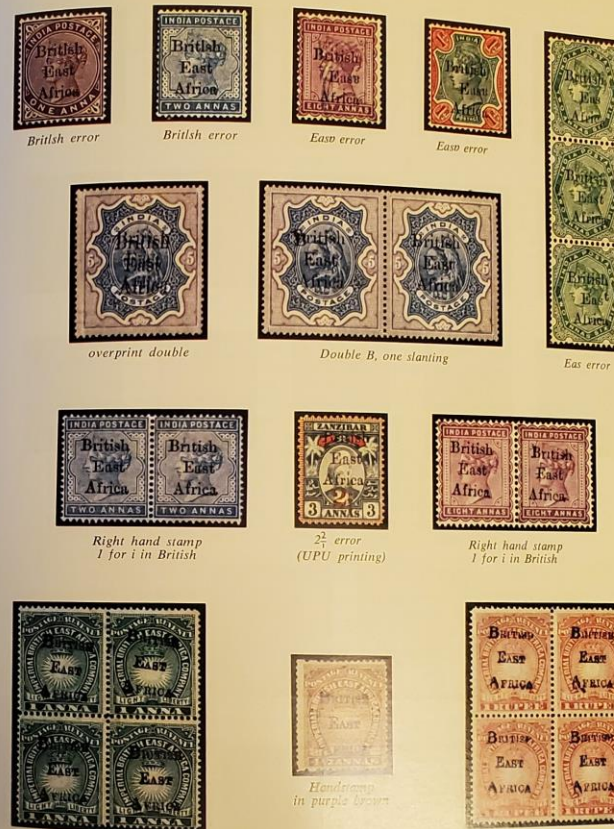
Thomas Remington, the company postmaster at Mombasa, gained considerable promotion from the new régime, being appointed Postmaster-General of the Zanzibar Protectorate in addition to being retained as PMG of British East Africa. He moved to Zanzibar leaving a deputy, Holt, at Mombasa. In the final few months before the date for the transfer of administration, Remington became increasingly concerned regarding the supply of stamps for British East Africa. The following extract from a Remington report to the Foreign Office confirms this:

When it was known that the Imperial Government had decided to take over the territory of the late British East Africa Company, I thought it quite possible that the question of supplying stamps might be overlooked; and in order to avoid, as far as possible, any inconvenience to the public this would result in, I wrote to the late Company asking for a large supply of stamps. The reply I received was to the effect that the stock in Mombasa was sufficient for the remainder of the time the Company would hold the territory, and that they declined to send me any more.

My surmise proved to be correct, and I had only the small supply of stamps on hand on the 1st of July, 1895, the date of the transfer of the territory, as shown on enclosed list, to carry on with, and out of this supply I had to forward 736 of each value to the General Post Office, London, as specimens. This supply was not sufficient for one month's requirements, and when it is remembered it was not until the 19th May, 1896, ten months after the date of transfer, that the first supply of the present permanent issue of the Protectorate's stamps was received, some idea may be formed as to the very great difficulty and inconvenience I was put to in endeavouring to meet the public requirements.

British Foreign Office archives further record the receipt on 6 July 1895 of an IBEA Company despatch (signed by Thomas E. C. Remington), recommending one Postal Administration and one postal issue for the whole of the British East Africa Protectorate and Zanzibar. A decision to the contrary in respect of the latter proposal was soon made by the FO, who wrote to De La Rue on 13 July 1895 re the question of stamps for the new British Protectorate in East Africa.

The Foreign Office wrote also the the GPO London regarding merging the post offices of Zanzibar and British East Africa, but using separate postage stamps. A reply dated 13 August 1895 was received from the GPO stating that "it is desirable that they should enter the Postal Union as separate Protectorates, but this again need not affect the proposed fusion of the two Post Offices for purposes of local control". The full text of this letter is as follows:



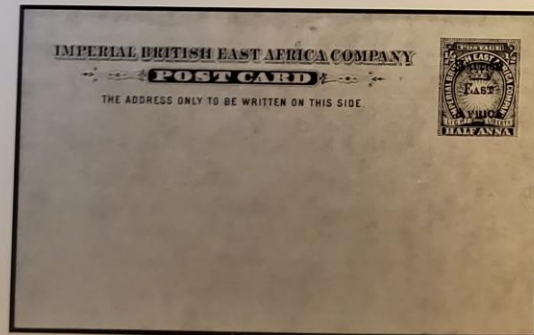
British East Africa: The Stamps and Postal History
(John Minns. RPSL. 1st Edn. 1981) Hardback + d/w.
Classic work superseded by the 2nd Edition in 2006
but still useful



Provisional embossed envelope (E2) with 2 annas 'on India' adhesive added to make up the registration rate.

July 1895 Postcards, handstamped British/East/Africa

No.	Size	Description
PC 3	121 × 74 mm	½ anna brown
PC 4	139 × 88 mm	1 anna grey-black



½ anna brown provisional postcard (PC3).

Handstamped postcards were extensively used for philatelic purposes as late as 1897.

'On India' Local Overprint

A stock of Indian postal stationery at Zanzibar was transferred to the control of the Sultan's Government on 10 November 1895. A proportion of this was overprinted 'British/East/Africa' although, with the conversion of adhesive stamps having priority, it is likely that overprinted postal stationery did not reach Mombasa until early in 1896, subsequent to the substantial stamp transfer on 18 December 1895. The earliest 'On India' postal stationery item of BEA recorded is dated 1 February 1896.

Details obtained by Stanley Gibbons from the Indian Post Office show that a further supply of Indian postal stationery was received by the Zanzibar Government in April 1896. A proportion of this consignment was probably overprinted for use in British East Africa.

The 'On India' issue forms the most interesting period of BEA postal stationery and it is unfortunate that a shortage of material makes study difficult. Indicated months of use are those noted over an extensive period.

There were at least five printings, these have been listed chronologically under their recorded usage, this may not however reflect their printing sequence. The lightly impressed 10 mm overprint was probably applied to stationery issued early in 1896.

Known Usage	Description	Found on
	Large overprint (11½ mm high)	
Feb–April 1896	black, normal type, no stop	postcards, 2½ annas/ 4 annas 6 pies envelopes
April–May 1896	blue, larger type fount, with and without stop	postcards, 2½ annas/ 4 annas 6 pies envelopes 2½ annas envelopes
October 1896	black, larger type fount, with stop Small overprint (10 mm high)	registered envelope size F and H2
Oct–Nov 1896	blue, firmly struck, with stop	postcards, reply postcards, 2½ annas envelopes
November 1896	blue, light impression, no stop*	postcards, 2½ annas envelopes, size F and H2 registered envelopes

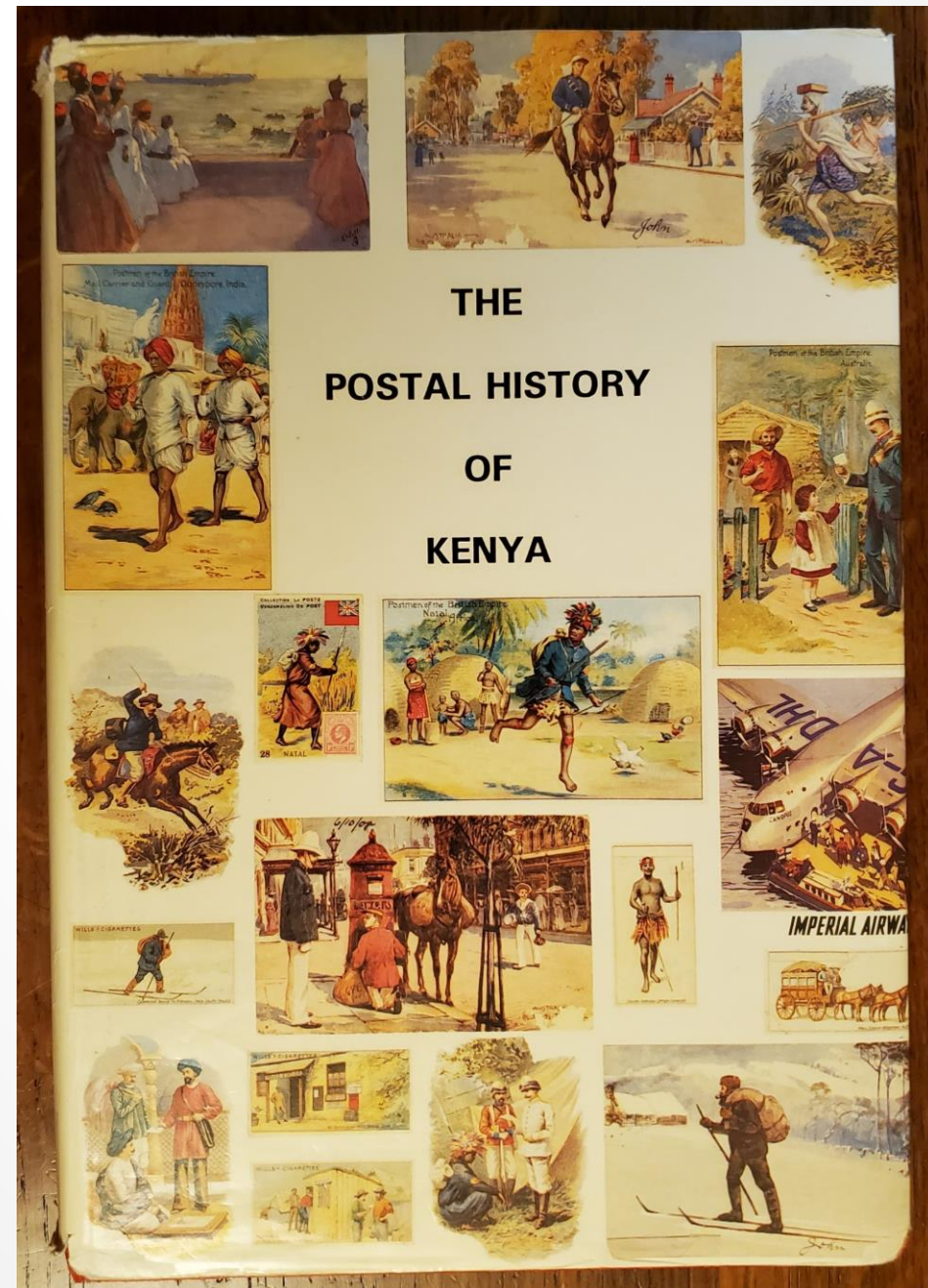
* Note: this may be due to the stop not registering due to the light impression of the overprint. The larger type fount of the 11½ mm overprints is similar to that used on the 'On India' large format rupee postage stamps for British East Africa.

British East Africa: The Stamps and Postal History
(John Minns. RPSL. 1st Edn. 1981) Hardback + d/w.
Classic work superseded by the 2nd Edition in 2006
but still useful

LOT 2

£10

The Postal History of Kenya (Edward Proud. 1992)
 Hardback + d/w.
 367p. Classic work with major listings of postmarks and
 essential for all members' bookshelves



Runner Mails—Kiambu & Juja Service.

			Box Closes
Nairobi	Dep. daily (Sundays 1-0 p.m.) (Box closes 12-30 p.m.)	2.0 p.m.	1.45 p.m.
Kiambu	Arrival do	5.30 p.m.	7.30 p.m.
Juja	Wednesdays Fridays and Sundays only.	2.0 p.m.	—

RETURN SERVICE.

Juja	Dep. Tuesday Thursday and Sunday mornings only.		7.30 p.m.
Kiambu	Dep. daily (Sundays 5-0 p.m.)	6 a.m.	Mondays to Fridays 12.30 p.m. Saturdays 4 p.m. Sundays
Nairobi	Arrival do	2 a.m.	

*Runner Mails—Eldama Ravine.

Londiani departure	Wednesdays and Sundays	... 2.0 a.m.
Eldama Ravine arrival	do.	... 10.30 a.m.

RETURN SERVICE.

Eldama Ravine departure	Tuesdays and Fridays	... 6.0 a.m.
Londiani arrival	do.	... 1.30 p.m.

Runner Mails—Lumbwa—Kericho.

Lumbwa	Departure.	Kericho	Arrival.
Sunday	3.30 p.m.	Monday	9.0 a.m.
Wednesday	6.0 a.m.	Wednesday	2.0 p.m.
Friday	3.30 p.m.	Saturday	9.0 a.m.

RETURN SERVICE.

Kericho	Departure.	Lumbwa	Arrival.
Monday	4.0 p.m.	Tuesday	11.0 a.m.
Thursday	12 noon	Friday	9.0 a.m.
Saturday	10.0 a.m.	Saturday	6.0 p.m.

* The service from Londiani to Eldama Ravine connects with the trains leaving Mombasa on Mondays and Fridays. The return service connects with the trains due at Mombasa on Thursdays and Sundays.

Relayed Runner and Mule Mails—Kibigori, Nandi, Uasin Gishu Service.

Correspondence to connect with this service should be posted as follows:—

At Mombasa	on Wednesdays and Saturdays	at 11.0 a.m.
" Nairobi	" Mondays at 1.45 p.m. and Thursdays	" 11.15 a.m.
" Nakuru	" Mondays and Thursdays	" 8 p.m.
" Kisumu	" "	" 5.0 p.m.

Kibigori	Departure	OUTWARD SERVICE.
Nandi (Kapsabet)	Tuesdays and Fridays	4.0 p.m.
Eldoret P. O. Arrival	Wednesdays and Saturdays	8.30 a.m.
(Farm 64 Uasin-Gishu)	Wednesdays and Saturdays	5 p.m.

Eldoret	Departure	RETURN SERVICE.
(Farm 64)	Mondays and Thursdays	6 a.m.
Nandi (Kapsabet)	"	"
Kibigori	Arrival	Mondays and Thursdays 2.30 p.m.
Mails leave Kibigori Station for		0 a.m.
Nakuru	} on Tuesdays and Fridays at 9.25 a.m.	
Nairobi		
Mombasa		
and		
Kisumu	on Tuesdays and Fridays at 3.57 p.m.	

Runner Mails—Kisumu—Yala River—Mumias.

Correspondence to connect with this service should be posted as follows:—

At Malindi	on Wednesdays and Saturdays at	10.30 a.m.
" Mombasa	" Fridays and Mondays	" 11.0 a.m.
" Nairobi	" Saturdays and Tuesdays	" 11.15 a.m.
" Nakuru	" Saturdays and Tuesdays	" 8 p.m.

OUTWARD SERVICE.

Kisumu	Departure, Mondays & Thursdays	8.30 a.m. 8.0 a.m.
Yala River	Arrival and Departure	Mondays & Thursdays 5 p.m.
Mumias	Arrival, Tuesdays and Fridays	9.0 a.m. —

RETURN SERVICE.

Mumias	Departure, Sundays & Wednesdays	11.0 a.m. 10.30 a.m.
Yala River	Arrival and Departure	Sundays & Wednesdays 5 p.m.
Kisumu	Arrival, Mondays and Thursdays	4.0 p.m. —

Mail Service Between Entebbe & Kampala.

Entebbe Dept.	Kampala Arr.	Kampala Dept.	Entebbe Arri.
Day.	Time.	Day.	Time.
Saturdays	2 p.m.	Sundays	11.0 a.m.
Mondays	10 a.m.	Mondays	10.30 a.m.
Tuesdays	4.30 p.m.	Tuesdays	11.0 a.m.
Wednesdays	5.0 p.m.	Wednesdays	11.15 a.m.
Thursdays	4.30 p.m.	Thursdays	11.30 a.m.
Fridays	4.30 p.m.	Fridays	11.45 a.m.

Mails are also despatched by runners on Tuesdays, Thursdays and Fridays from Kampala to Entebbe and on Wednesdays, Thursdays and Fridays from Entebbe to Kampala at 12 noon the same day.

G A P
A
12 DEC
1902

G A P
P.M.
10 FEB
1922

TRINIDAD
SHIP LETTER
Too Late

BERA
30 SEP 1910

P
BALEK PULAU
AUG 8
92

T

HAMILTON
NO 17
1841
BERMUDA
HAMILTON-BERMUDA
SHIP LETTER

PAPA
21 OCT 1914
NORTH BURY

HONG-KONG
7 AUG
25
HAI PHONG

Mtito Andei (Mtoto Andei)

Railway at mile 165 on the main line. Class D office in 1919.

1.10.04 - 1.6.36
(29.11.39) - S.O. 11.12.63



25 250
4 40



D3 (18.12.32)-(2.5.35)
Val x 10



D5 State 1 (29.11.39)-(18.2.42)
Val x 8



D5 State 2 (17.8.45)-(16.11.48)
Val x 5



D6 (6.11.49)-(17.12.62)



D7 (17.4.52)-(22.5.52)
Val x 10

Mtwapa Creek
Postal agency under Mombasa

- 1.3.60

NS

MUHORONI

Situated on mile 102 on the Kisumu branch line
to Dept Post Office 1.1.27

In 1906 the postmaster was P.C. Thaker



January 1903 - S.O. 11.12.63

2 5



D2 (30.5.03)-(31.1.22)
Val x 3



D3 (19.3.23) - S.U. 11.12.63

15.10.92



AR1 (20.5.03)
Val x 20

Mukuruweini
Postal agency under Nyeri

1.8.55 - S.O. 11.12.63

5 50



D1 (20.1.56)-(20.2.61)

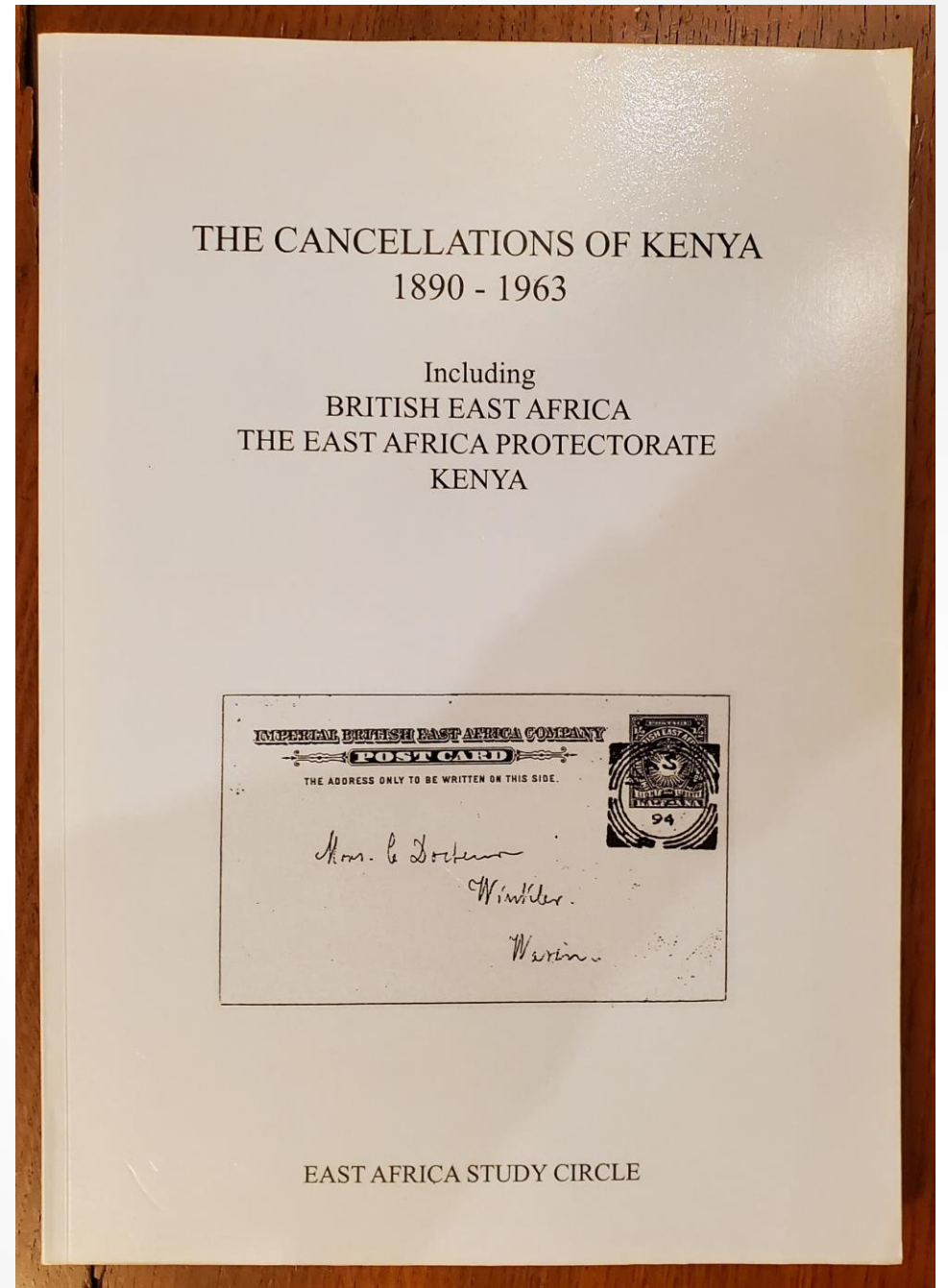


Sent 2.4.62
D2 (4.2.63) - S.U. 11.12.63

LOT 3

£6

The Cancellations of Kenya 1890-1963 (EASC. 1991) Softback. 177p. Classic work; essential reference for EASC members.



The Cancellations of Kenya
1890-1963 (EASC. 1991)
Softback. 177p. Classic
work; essential reference
for EASC members.

83

MOMBASA SALIM ROAD

Listed as a PO in 1953. Closed in 1960.

N2 1954 'Salim' known with
inverted A or inverted M
in 1954.

N3B 1959

MOMBASA SALIM ROAD B.O.

L3 1959 'Kenya' at base.

MOMBASA SALIM ROAD T.S.O.

L3 1947 'Kenya' follows T.S.O.

MOMBASA STATION ROAD B.O.

N2 1956 'Station Road B.O. Mombasa'
N3 1957 'Station Road B.O. Mombasa'
N3C 1961 'Station Road B.O. Mombasa'

MOMBASA TUDOR ROAD

Closed in 1959 or 1960.

No details of cancellations available.

MOMBASA T S O

Town sub-office, later became Salim Road.

M29½ 1946 T S O underneath 'Mombasa'
L2 1947 T S O underneath 'Mombasa',
without 'Kenya' at base.



84

NAIROBI AND SUBURBS

TYPE EARLIEST RECORDED YEAR

NAIROBI

N1(t) 1921 without 'Kenya', with and
without time, and
sometimes without year.

L2at 1922

M29mt 1927 versions.

N1 27½t 1928

N1 29t 1932

M30½t 1936 with stops, versions.

L3t 1945 'Kenya' at base, versions.

L3tA 1950) all with 'Kenya' at side,
B 1950) stops at base, code letter
between Nairobi and
'Kenya'.

C 1950

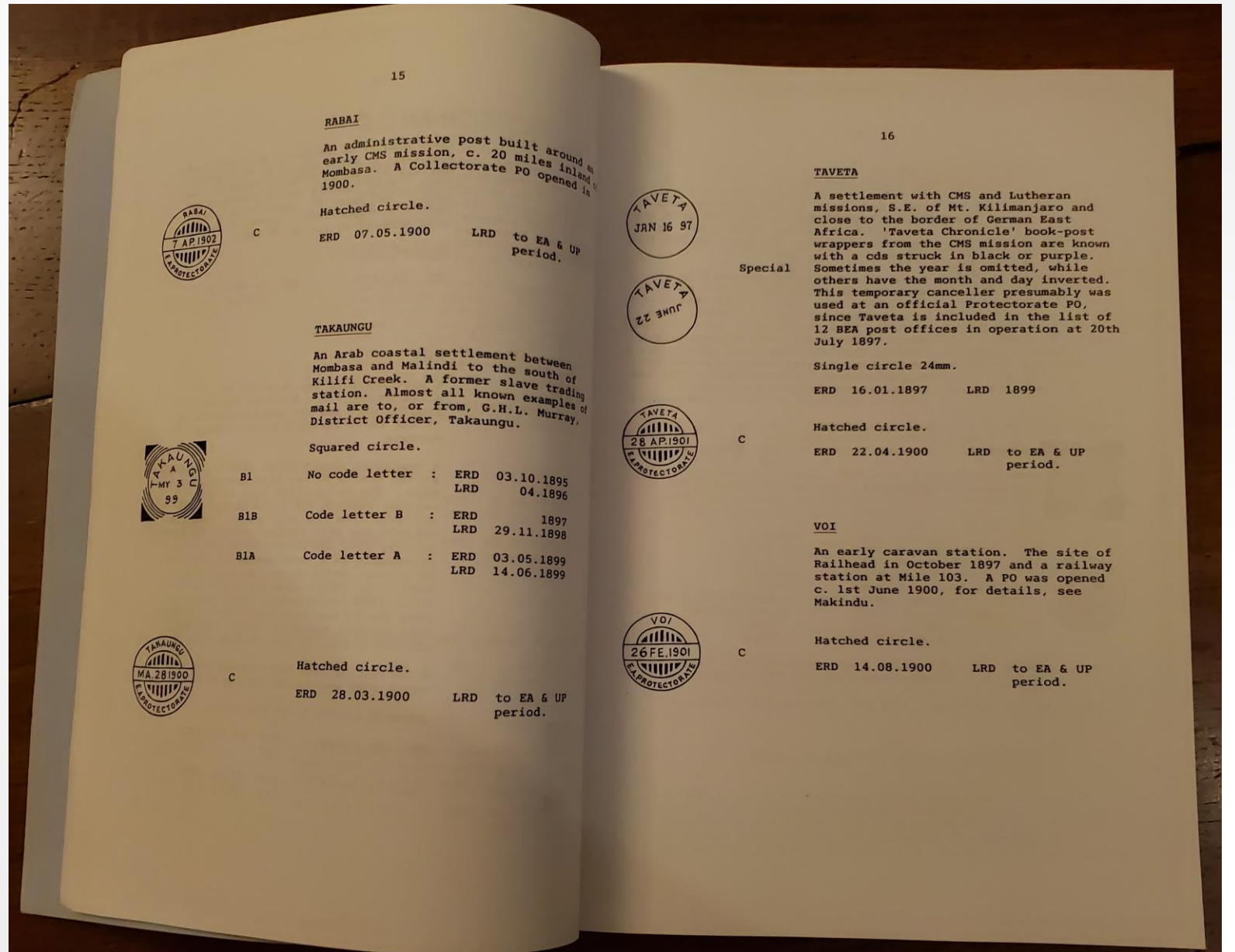
L3t 1950 'Kenya' at side, stop between
Nairobi and 'Kenya' and with
additional stop at base.



LOT 3

£6

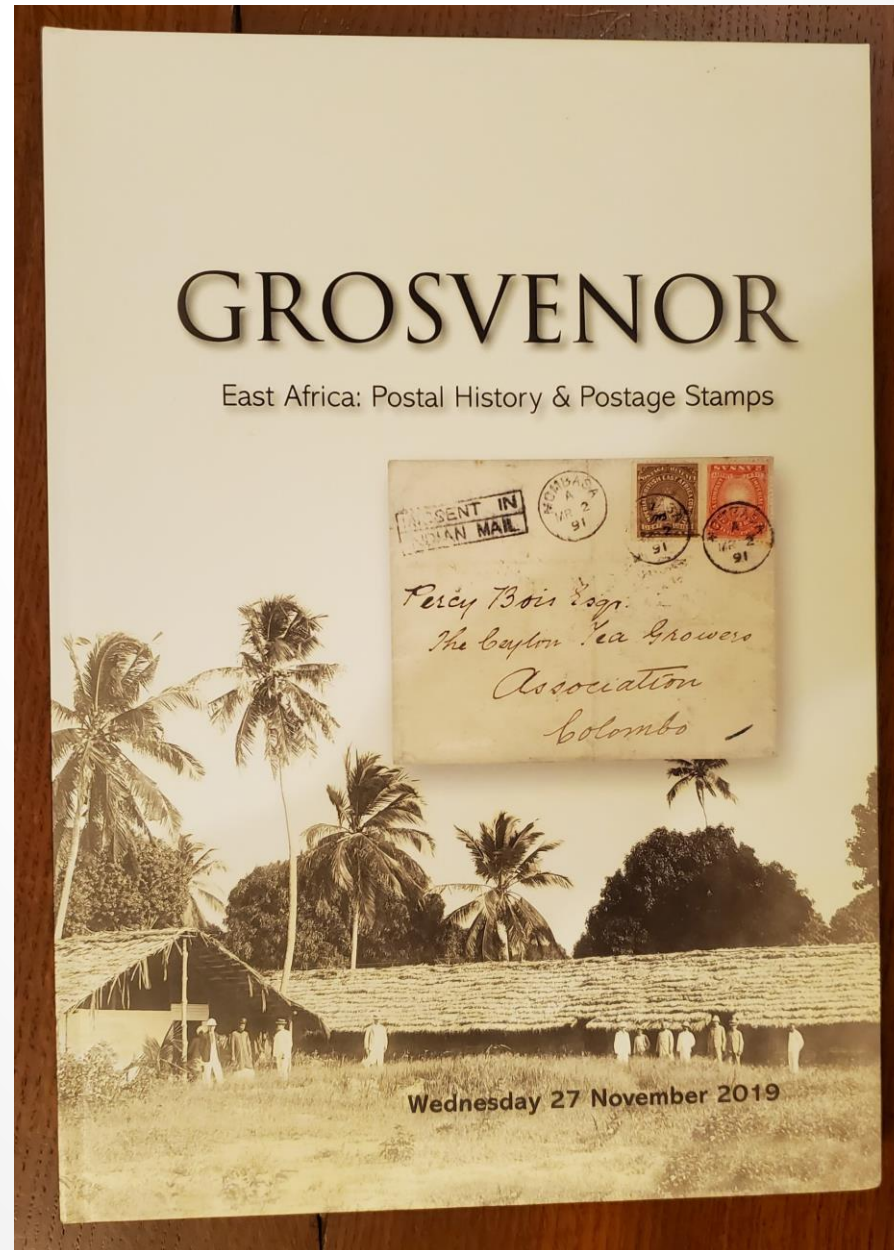
The Cancellations of Kenya
1890-1963 (EASC. 1991)
Softback. 177p. Classic
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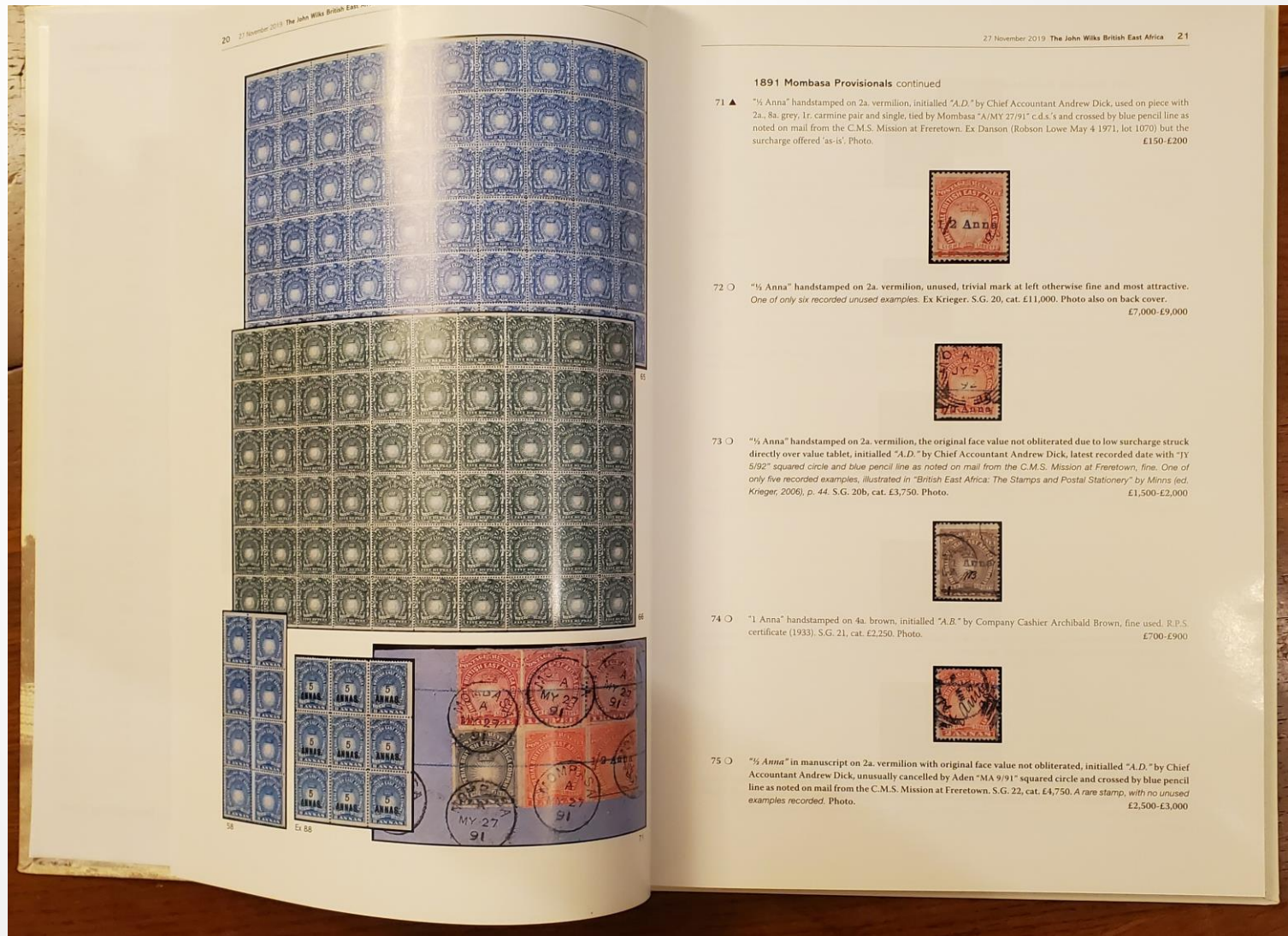
LOT 4

£4

East Africa: Postal History & Postage Stamps
(Grosvenor catalogue 27.Nov.2019) Hardback de-
luxe edition. The famous 'Two Johns' Auction. 136p.
Very useful catalogue for any BEA collector, with
prices realised.



East Africa: Postal History & Postage Stamps
 (Grosvenor catalogue 27.Nov.2019) Hardback de-
 luxe edition. The famous 'Two Johns' Auction. 136p.
 Very useful catalogue for any BEA collector, with
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1891 Mombasa Provisionals continued

71 ▲ "1/4 Anna" handstamped on 2a. vermilion, initialed "A.D." by Chief Accountant Andrew Dick, used on piece with 2a., 8a. grey, 1c. carmine pair and single, tied by Mombasa "A/MY 27/91" c.d.s.'s and crossed by blue pencil line as noted on mail from the C.M.S. Mission at Freretown. Ex Danson (Robson Lowe May 4 1971, lot 1070) but the surcharge offered 'as-is'. Photo. £150-£200



72 ○ "1/4 Anna" handstamped on 2a. vermilion, unused, trivial mark at left otherwise fine and most attractive. One of only six recorded unused examples. Ex Krieger. S.G. 20, cat. £11,000. Photo also on back cover. £7,000-£9,000



73 ○ "1/4 Anna" handstamped on 2a. vermilion, the original face value not obliterated due to low surcharge struck directly over value tablet, initialed "A.D." by Chief Accountant Andrew Dick, latest recorded date with "JY 5/92" squared circle and blue pencil line as noted on mail from the C.M.S. Mission at Freretown, line. One of only five recorded examples, illustrated in "British East Africa: The Stamps and Postal Stationery" by Minns (ed. Krieger, 2006), p. 44. S.G. 20b, cat. £3,750. Photo. £1,500-£2,000



74 ○ "1 Anna" handstamped on 4a. brown, initialed "A.B." by Company Cashier Archibald Brown, fine used. R.P.S. certificate (1933). S.G. 21, cat. £2,250. Photo. £700-£900



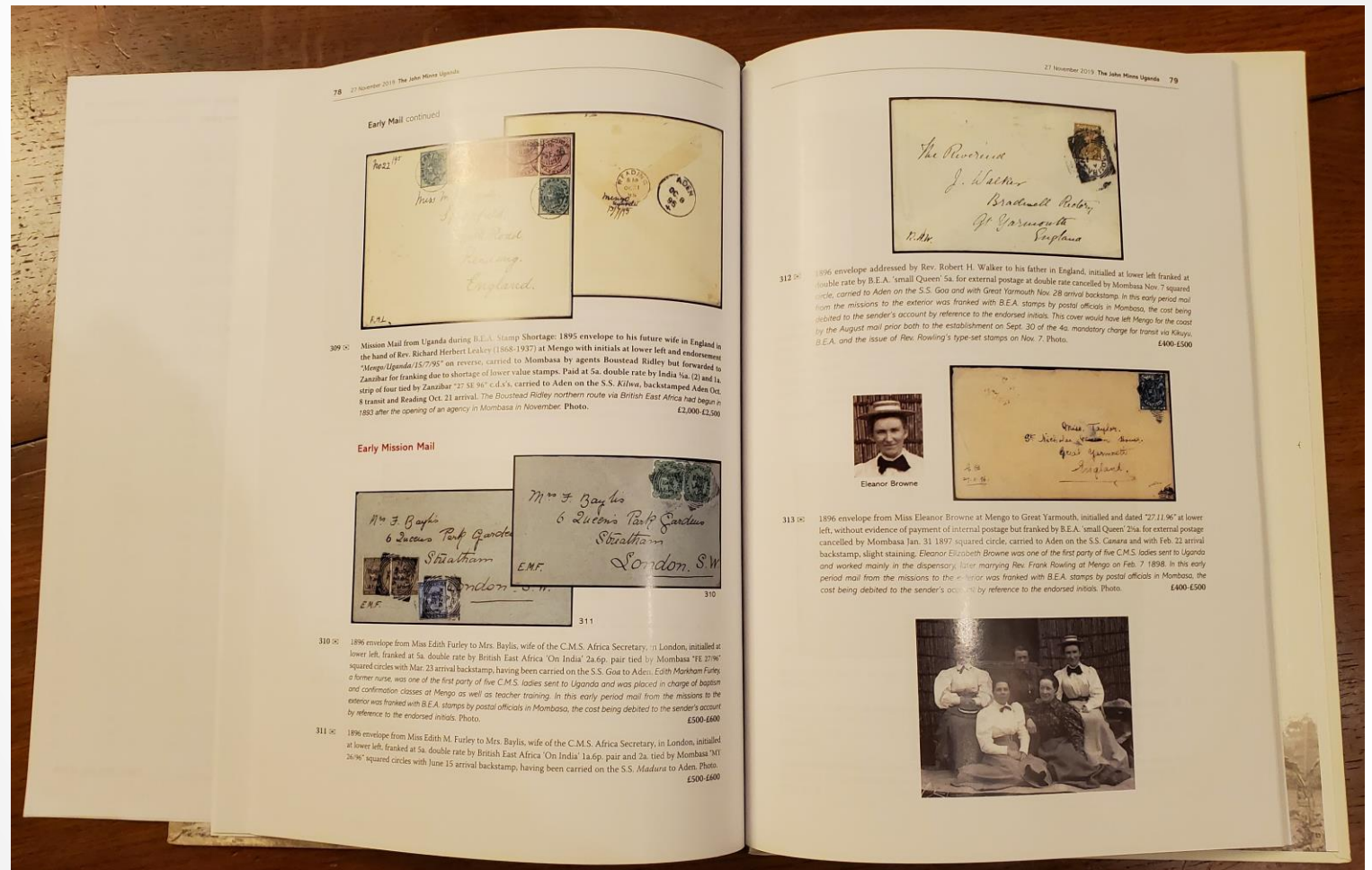
75 ○ "1/4 Anna" in manuscript on 2a. vermilion with original face value not obliterated, initialed "A.D." by Chief Accountant Andrew Dick, unusually cancelled by Aden "MA 9/91" squared circle and crossed by blue pencil line as noted on mail from the C.M.S. Mission at Freretown. S.G. 22, cat. £4,750. A rare stamp, with no unused examples recorded. Photo. £2,500-£3,000

88

86

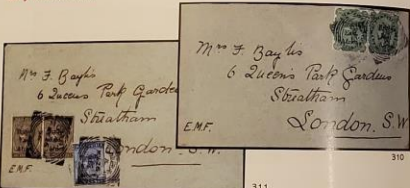
85

East Africa: Postal History & Postage Stamps
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 luxe edition. The famous 'Two Johns' Auction. 136p.
 Very useful catalogue for any BEA collector, with
 prices realised.



309 Mission Mail from Uganda during B.E.A. Stamp Shortage: 1895 envelope to his future wife in England in the hand of Rev. Richard Herbert Looker (1868-1937) at Mengo with initials at lower left and endorsement 'Mengo Uganda 18/7/95' on reverse, carried to Mombasa by agents Boustead Ridley but forwarded to Zanzibar for franking due to shortage of lower value stamps. Paid at 5s. double rate by India 'No. 12' and a strip of four tied by Zanzibar '27 51.96' c.d.s., carried to Aden on the S.S. Kilwa, backstamped Aden Oct. 8 transit and Reading Oct. 21 arrival. The Boustead Ridley northern route via British East Africa had begun in 1883 after the opening of an agency in Mombasa in November. Photo. £2,000-£2,500

Early Mission Mail



310 1896 envelope from Miss Edith Furley to Mrs. Baylis, wife of the C.M.S. Africa Secretary, in London, initialed at lower left, franked at 5s. double rate by British East Africa 'On India' 2s.6p. pair tied by Mombasa 'FE 27/96' squared circles with Mar. 23 arrival backstamp, having been carried on the S.S. Goa to Aden. Edith Markham Furley, a former nurse, was one of the first party of the C.M.S. ladies sent to Uganda and was placed in charge of baptism and confirmation classes at Mengo as well as teacher training. In this early period mail from the missions to the exterior was franked with B.E.A. stamps by postal officials in Mombasa, the cost being debited to the sender's account by reference to the endorsed initials. Photo. £500-£600

311 1896 envelope from Miss Edith M. Furley to Mrs. Baylis, wife of the C.M.S. Africa Secretary, in London, initialed at lower left, franked at 5s. double rate by British East Africa 'On India' 1s.6p. pair and 2s. tied by Mombasa 'M 26/96' squared circles with June 15 arrival backstamp, having been carried on the S.S. Madure to Aden. Photo. £500-£600



312 1896 envelope addressed by Rev. Robert H. Walker to his father in England, initialed at lower left franked at double rate by B.E.A. 'small Queens' 5s. for external postage at double rate cancelled by Mombasa Nov. 7 'squared circle', carried to Aden on the S.S. Goa and with Great Yarmouth Nov. 28 arrival backstamp. In this early period mail from the missions to the exterior was franked with B.E.A. stamps by postal officials in Mombasa, the cost being debited to the sender's account by reference to the endorsed initials. This cover would have left Mengo for the coast by the August mail prior both to the establishment on Sept. 30 of the 4s. mandatory charge for transit via Kilwa, B.E.A. and the issue of Rev. Howling's type-set stamps on Nov. 7. Photo. £400-£500



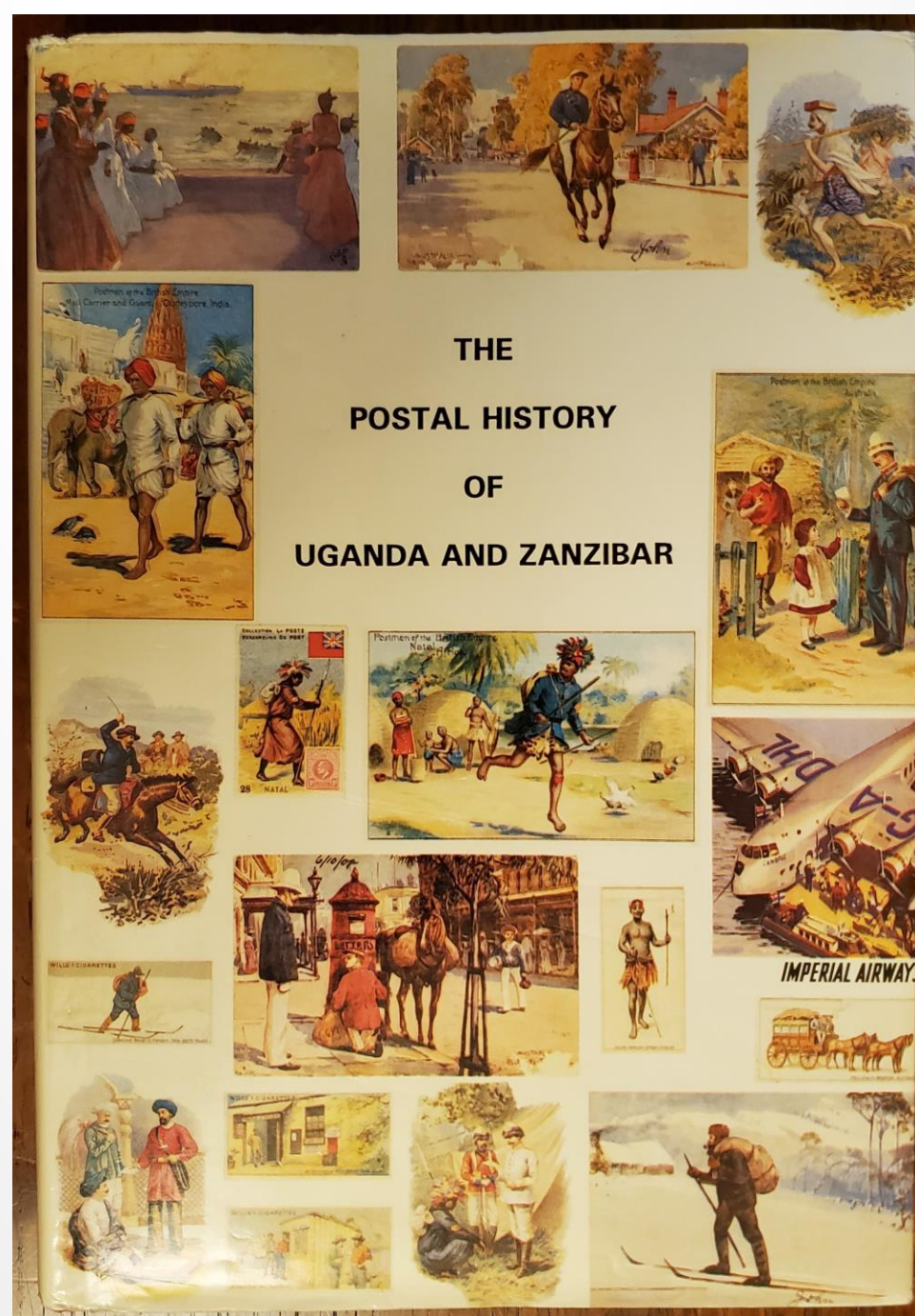
313 1896 envelope from Miss Eleanor Browne at Mengo to Great Yarmouth, initialed and dated '27.11.96' at lower left, without evidence of payment of internal postage but franked by B.E.A. 'small Queens' 2/6s. for external postage cancelled by Mombasa Jan. 31 1897 squared circle, carried to Aden on the S.S. Canara and with Feb. 21 arrival backstamp, slight staining. Eleanor Elizabeth Browne was one of the first party of the C.M.S. ladies sent to Uganda and worked mainly in the dispensary later marrying Rev. Frank Rowing at Mengo on Feb. 7 1898. In this early period mail from the missions to the exterior was franked with B.E.A. stamps by postal officials in Mombasa, the cost being debited to the sender's account by reference to the endorsed initials. Photo. £400-£500

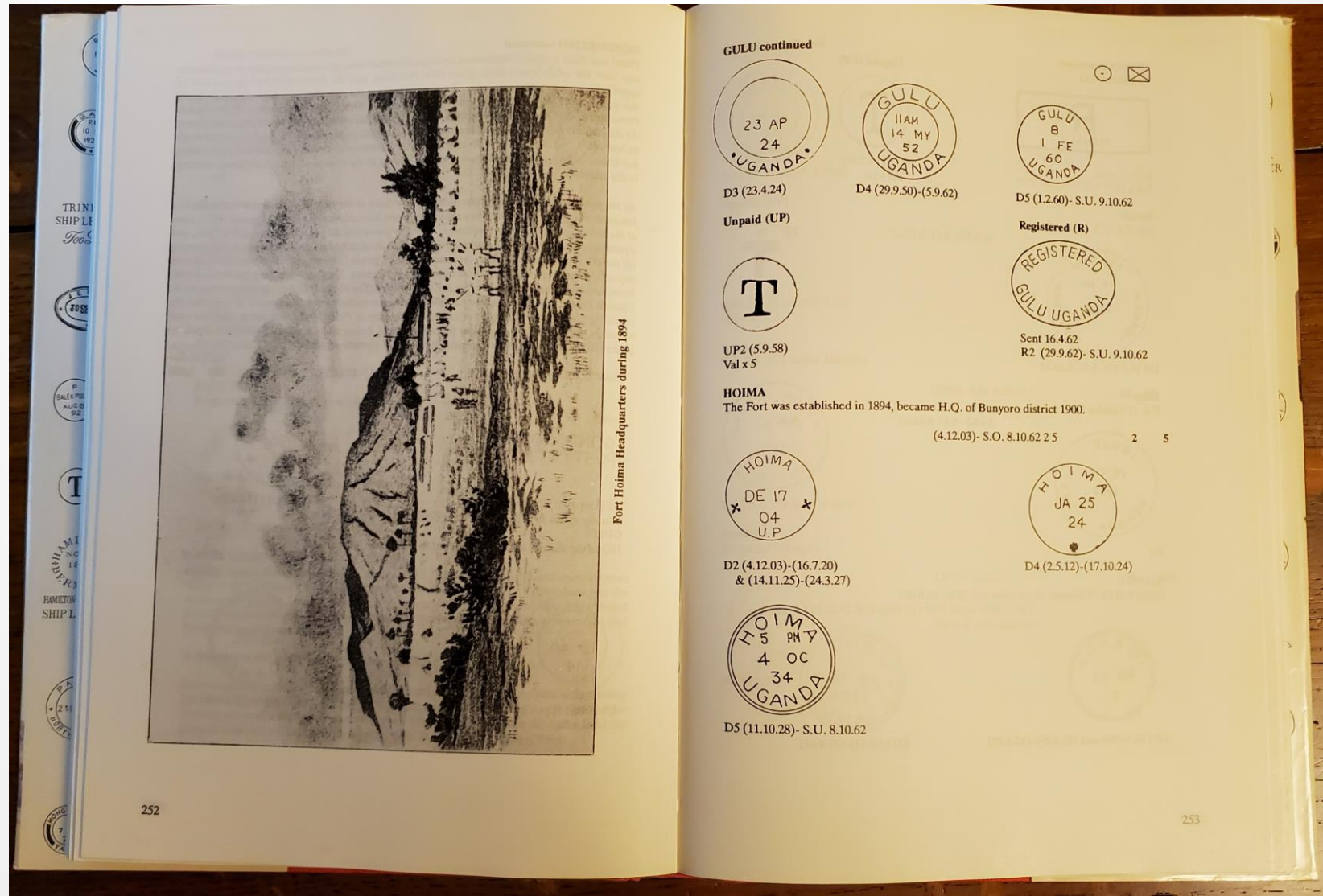


LOT 5

£10

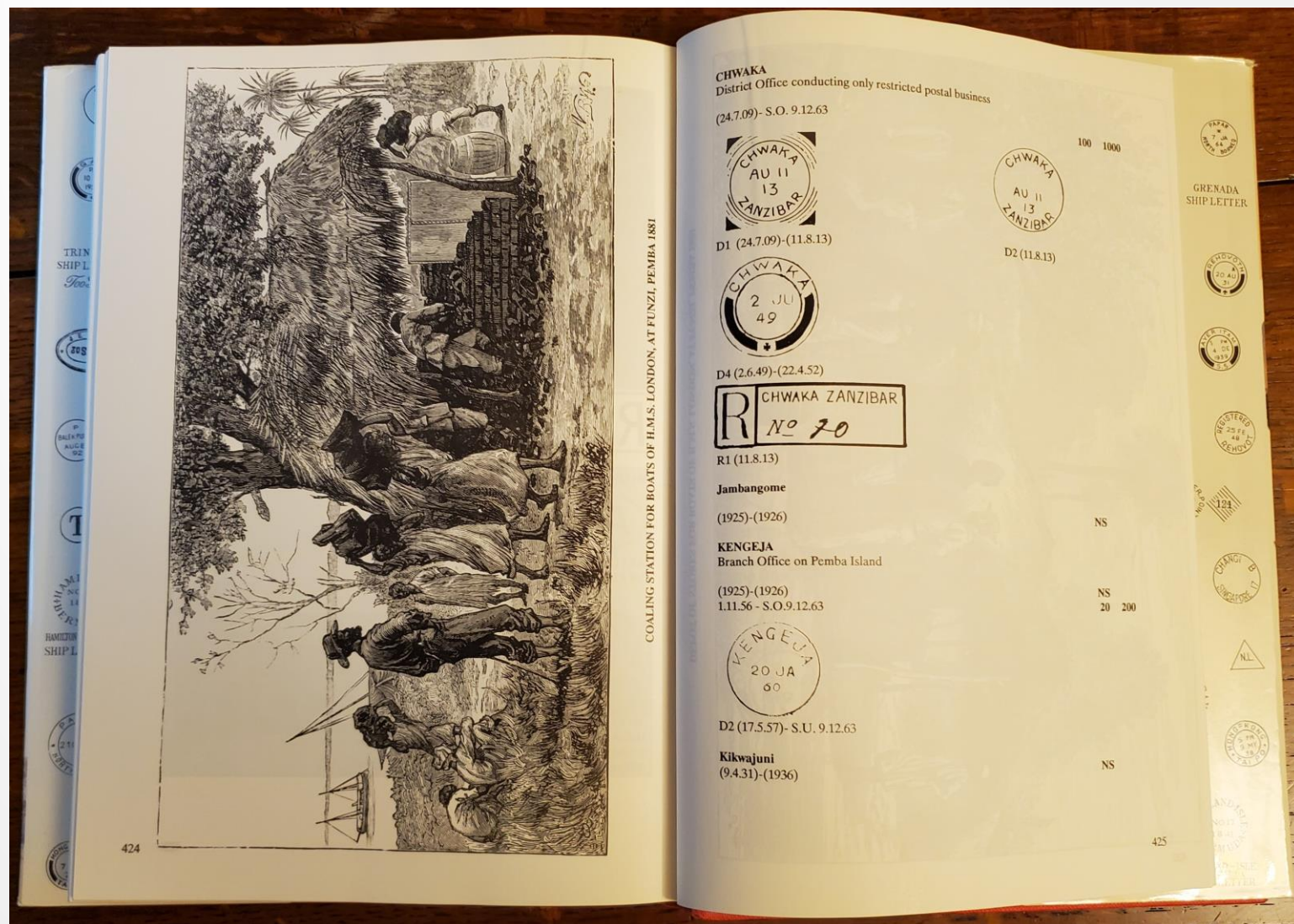
The Postal History of Uganda and Zanzibar
(Edward Proud. 1993). 433p. Classic work with
major listings of postmarks and essential for all
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The Postal History of Uganda and Zanzibar (Edward Proud. 1993). 433p. Classic work with major listings of postmarks and essential for all members' bookshelves.

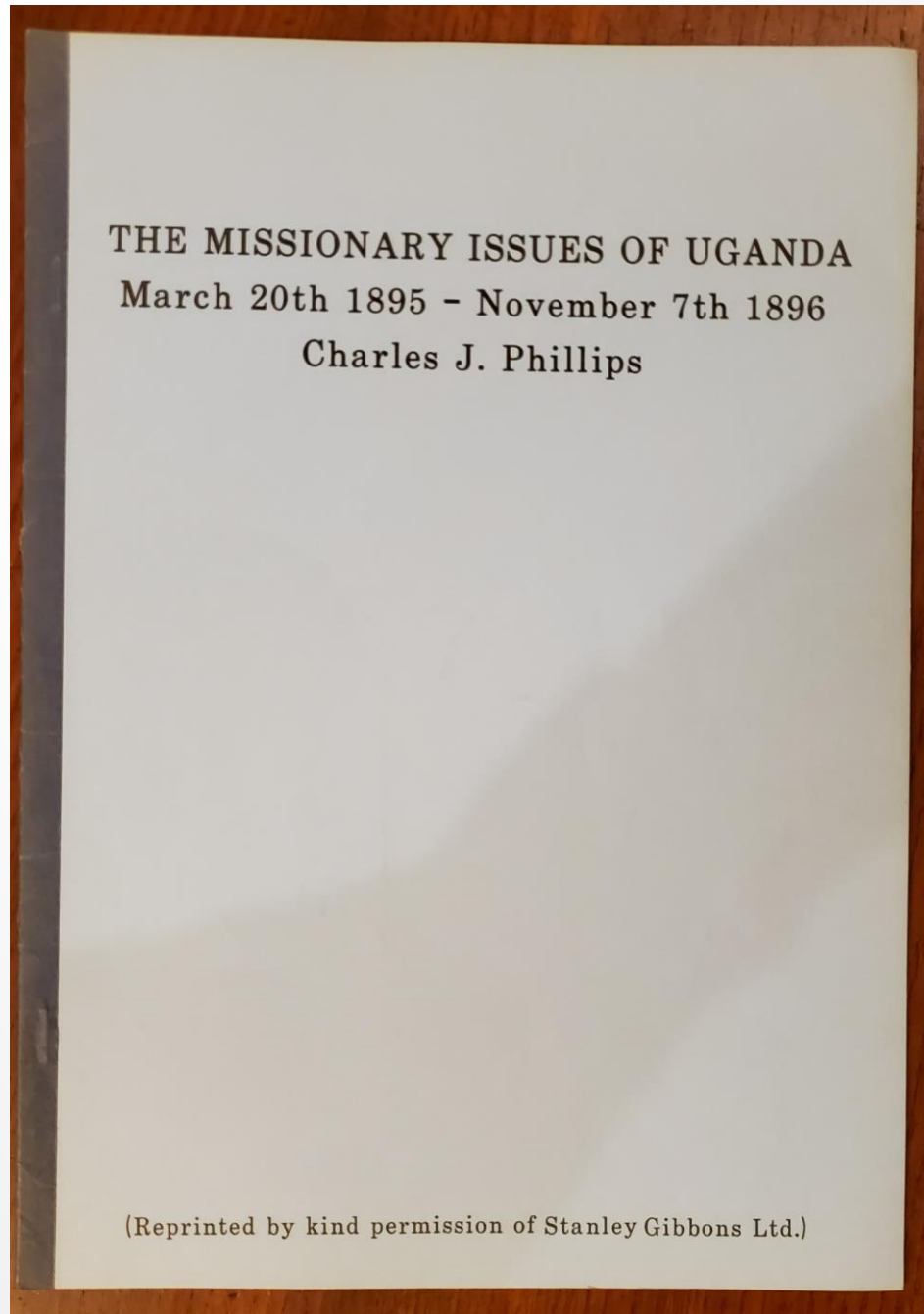
The Postal History of Uganda and Zanzibar (Edward Proud. 1993). 433p. Classic work with major listings of postmarks and essential for all members' bookshelves.



LOT 6

£1

The Missionary Issues of Uganda (Charles Phillips. Stanley Gibbons Reprint from 1904) Softback. 20p. Well illustrated (B&W) dealing with the Millar & Rowling productions.



(Reprinted by kind permission of Stanley Gibbons Ltd.)

LOT 7

£1

The Early Stamps of Uganda (Stuart Rossiter. London Philatelist. Photocopies). 22p. Stuart's seminal work from the London Philatelist.

THE EARLY STAMPS OF UGANDA

by STUART ROSSITER

The Typewritten Issues

Background

Despite good early documentation, much nonsense has been written of late about the 'missionary' issues of Uganda, some of it under illustrious names.¹ This stems from ignorance of the forerunner systems of explorers and missionaries and from a consequent belief that the typewritten stamps mark a primitive beginning to the story and not a phase at the very end of the beginning.

Now that the early postal history of the region has been adequately studied,² it is possible to relate the primitive stamps to their proper status and function.

It is important briefly to summarise the historical position before passing to a study of the stamps.

The definitive Protectorate over Buganda was formally assumed on 19 June 1894 and officially proclaimed in Kampala by Col Colvile on 27 August. Uganda's communications with the outside world thus far had consisted of the missionaries' mail runners, organised for them by Forwarding Agents, from 1876 to 1893 via Tabora and Saadani to Zanzibar, and after October 1893 via Sio Bay, Mumias, and Fort Smith to Mombasa. Officials of the Imperial British East Africa Company had started their own runner system in April 1892 in stages from Mombasa via Tsavo, Kibwezi, and Machakos to Kikuyu (Fort Smith). Thence their mails were taken on by less regular supply caravan via Kavirondo to Kampala. No sooner was this devised than the company started to make plans to pull out from Uganda; a makeshift government protectorate was set up at Fort Kampala on 1 April 1893 and the IBEA Company withdrew, retaining Machakos and Fort Smith as their farthest outposts. The new protectorate was thus out on a limb, and relied for communications on the continued co-operation of the company runner system to Kikuyu and its own transport officer's irregular caravans.

The CMS missionaries, after twenty-five years of sending their mail by the southern route to Zanzibar, persuaded Boustead, Ridley & Co to undertake the northern route with a newly opened agency at Mombasa. The start of this service was advertised in the *Gazette for Zanzibar* and was presumably open commercially to all.

A news item in the *Gazette for Zanzibar* of August 1893 reads: 'Between Usoga, Kampala, South Unyoro, Buddu, and wherever Europeans are settled, a weekly messenger post is to be organised. The Chiefs of the Provinces are made responsible for the immediate forwarding of the postal messengers.' This is obviously envisaged as part of Portal's promised internal system, but there is no evidence that it came into being. There is ample evidence that the CMS already sent messengers of their own between their mission stations, including by canoe across Lake Victoria.

It is thus clear that by 1894 the missionaries were better served than the officials, and the Commissioner was placed in the invidious position of having to pay for a service bringing in no revenue for the sake of a handful of administrators' mail, while the missions had to

1 The most misleading article (from which others have stemmed) is E. F. Hurt: *The Uganda 'Missionaries'* in 'The Philatelist', Vol XI, p173. (Few sentences are without errors of detail and both the principal conclusions are incorrect.)

The uncharacteristic perpetuation of error in Robson Lowe: *The Uganda Missionaries* (supplement to 'The Philatelist', October 1974) is especially to be deplored.

2 Author: *The Postal History of Uganda* in 'Postal History International', Vol 4 (1975), Nos 8-9, 10, 11, continuing. A summary of the research in both this and the present work was given by the author as a 5 pm paper to the RPSL on 17 April last.

THE EARLY STAMPS OF UGANDA



be detected where the sender has placed the Uganda stamp slightly overlapping the BEA stamp, or after the introduction of cancellers when both stamps are clearly cancelled at source.

Cancellation

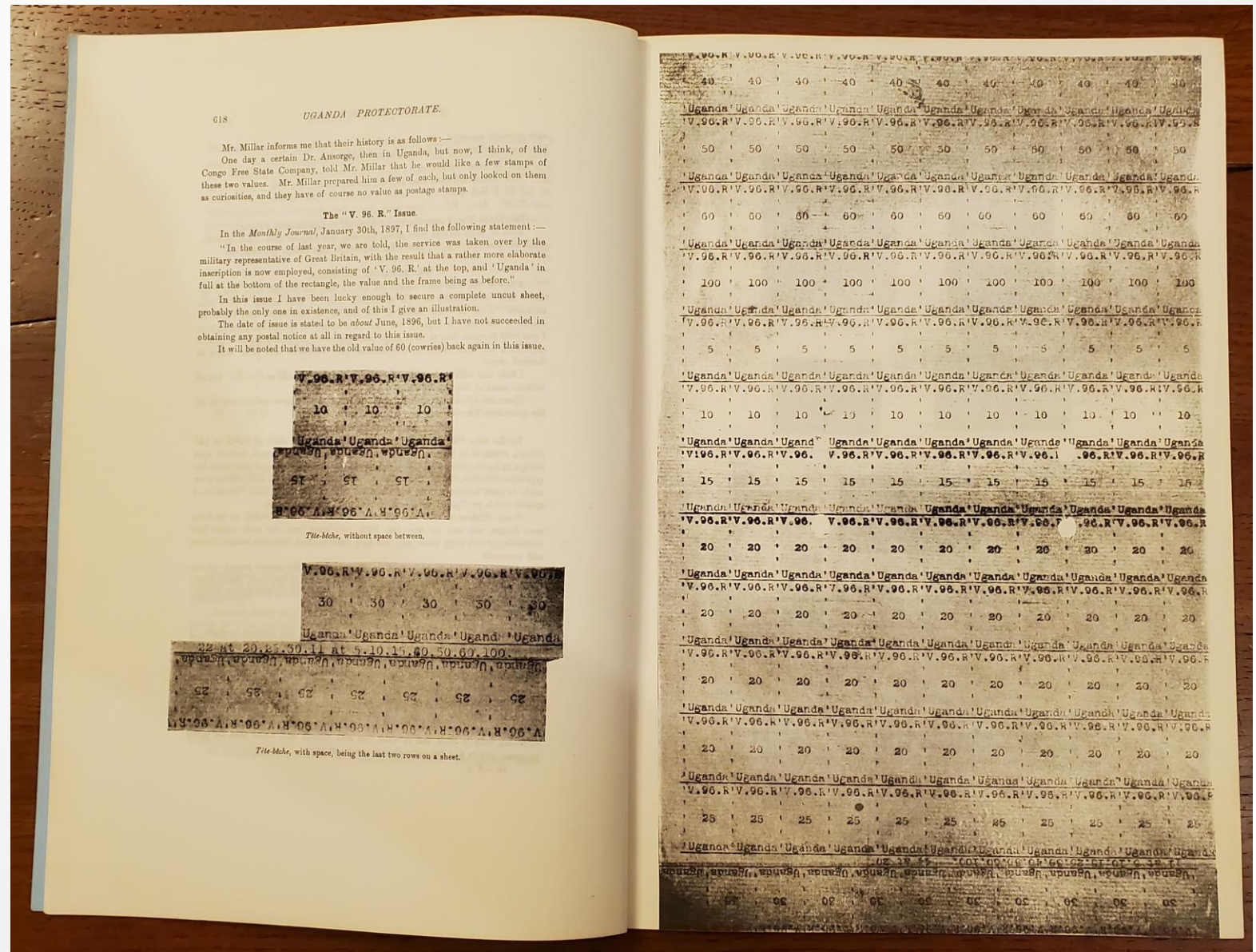
For two years of the life of this issue the method of obliteration was the same as for the typewritten issues: nothing; crosses in pencil, black, blue, or red; or in ink; or endorse-

The Early Stamps of Uganda (Stuart Rossiter. London Philatelist. Photocopies). 22p. Stuart's seminal work from the London Philatelist.

LOT 7

£1

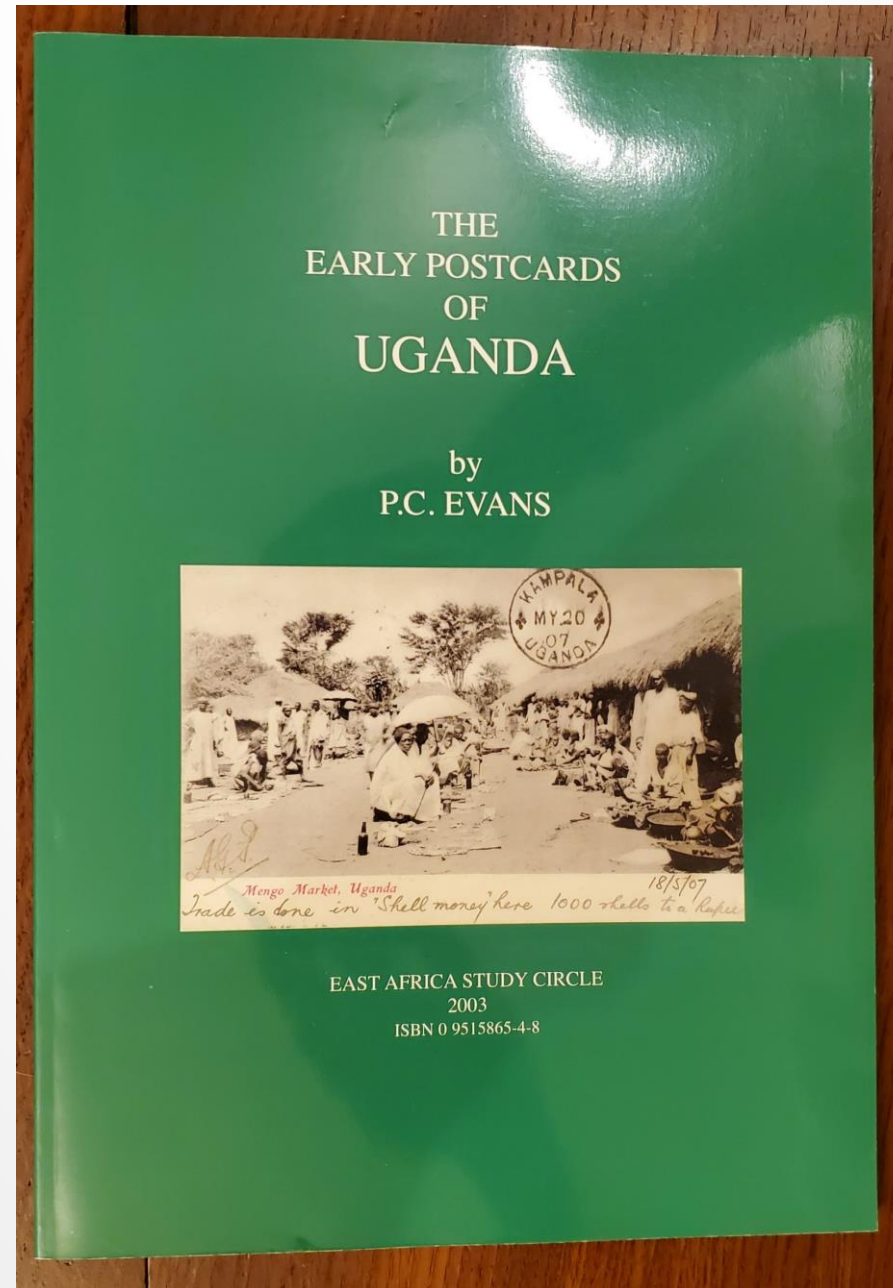
The Early Stamps of Uganda (Stuart Rossiter. London Philatelist. Photocopies). 22p. Stuart's seminal work from the London Philatelist.



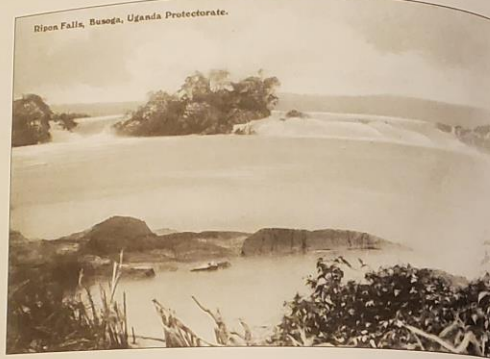
LOT 8

£8

The Early Postcards of Uganda (P C Evans. EASC. 2003) Softback. 88p. Well-illustrated. Out of print.



CATEGORY 9 POSTCARDS (continued)



Category 9.
Ripon Falls, Busoga, Uganda Protectorate.



Category 9.
Reverse side of the above card and those on the previous pages. Divided back, printed in red.

CATEGORY 10.

PUBLISHER UNKNOWN. In black and white with red printing and serial number on reverse. There is a distinctive black capital caption on the face of the postcard. The address side of these cards also differ. Two type faces used for the words POST CARD. (see illustrations)

ERD 1909 LRD 1913

- 7601 Royal Family. Uganda. The only Descendants of Mwanga. Mary. King Daudi. Suna.
- 7602 Results of Sleeping Sickness. Uganda. Once Fruitful Gardens, Now Wilderness. With inset picture "A victim. Son of Luba."
- 7603 Evangelists bringing in Reports of Work and Book Sales. Endeje, Uganda.
- 7604 Rev. Henry Wright Duta and Family, Uganda.
- 7605 Nakata. Old Heathen Chief. Uganda. Who wanted to be baptised and still keep up heathen customs.
- 7607 Sightseer at Kikuyu Station. Uganda Railway.
- 7608 A good means of getting a crowd for a bible talk. Uganda. ****
- 7609 Kampala (Mengo) Post Office. Uganda.
- 7611 Beating Drum for Service in Village Church. Uganda.
- 7612 Uganda High School for Girls. Types.
- 7613 Masai Police Guarding Uganda Railway.
- 7614 Men leaving Cathedral. Mengo. Uganda.
- 7615 Surveyors on the March with Porters. Uganda.
- 7616 Banana Leaves, Uganda. Woman is tall. ****
- 7617 Male Visitors at Station Kikuyu. Uganda Railway.
- 7618 A Village C.M.S. School. Uganda.
- 7619 Band with Gourd Neck Horns. Usoga. Uganda.
- 7620 Typical Hut. Uganda.
- 7621 Mengo High School, Uganda, Diving and Swimming Instruction.
- 7622
- 7623 St. Paul's Cathedral, Mengo. Uganda.
- 7624
- 7625 Lake Shore. Entebbe. Uganda. Where Nature Charms, but Sleeping Sickness Kills.

The Early Postcards of Uganda (P C Evans. EASC. 2003) Softback. 88p. Well-illustrated. Out of print.

CATEGORY 9.

PUBLISHER UNKNOWN. In black and White with captions referring to Busoga. Red printing on reverse and no serial numbers.

ERD 1917

- A Quail Trap, Busoga.
- Busoga Kraal.
- Sleeping sickness at C.M.S., Iganga Busoga.
- A Leopard Trap, Busoga, Uganda Protectorate.
- A Curious Tree, Busoga.
- The Court Fool, Busoga.
- A Government Rest House, Busoga.
- Basoga Dancers.
- A Musoga's Dress, Busoga, Uganda Protectorate.
- Ripon Falls, Busoga, Uganda Protectorate.
- Chief Luba who was commissioned by Mwanga to kill Bishop Hannington.
- The Nile below the Ripon Falls looking towards Egypt.
- Some old Basoga Chiefs.



Category 9.
The Court Fool, Busoga.

EXAMPLES OF CATEGORY 9 POSTCARDS. (also see previous page)



Category 9.
A Quail Trap, Busoga.



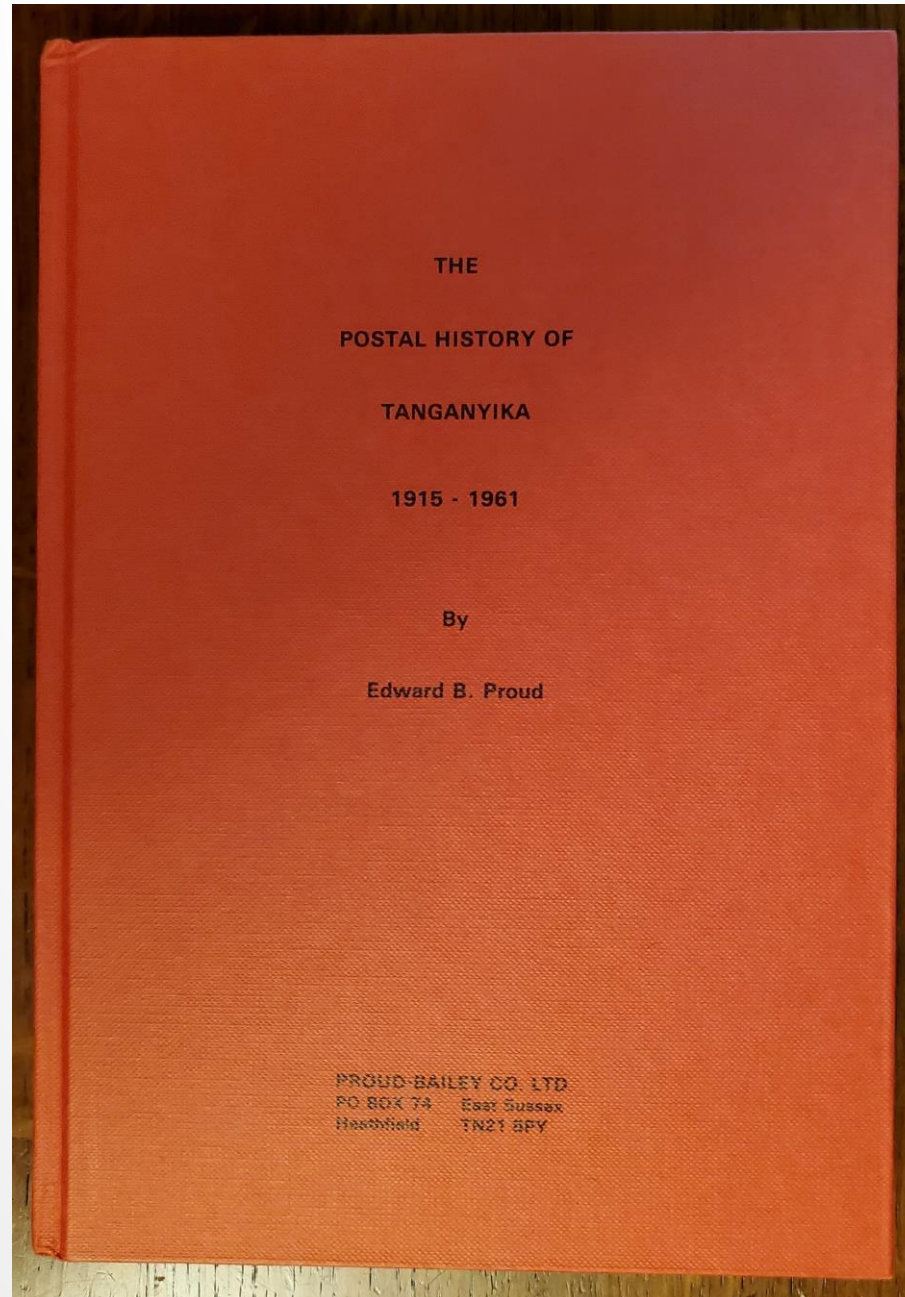
Category 9.
A Musoga's Dress, Busoga,
Uganda Protectorate.

The Early Postcards of Uganda (P C Evans. EASC. 2003) Softback. 88p. Well-illustrated. Out of print.

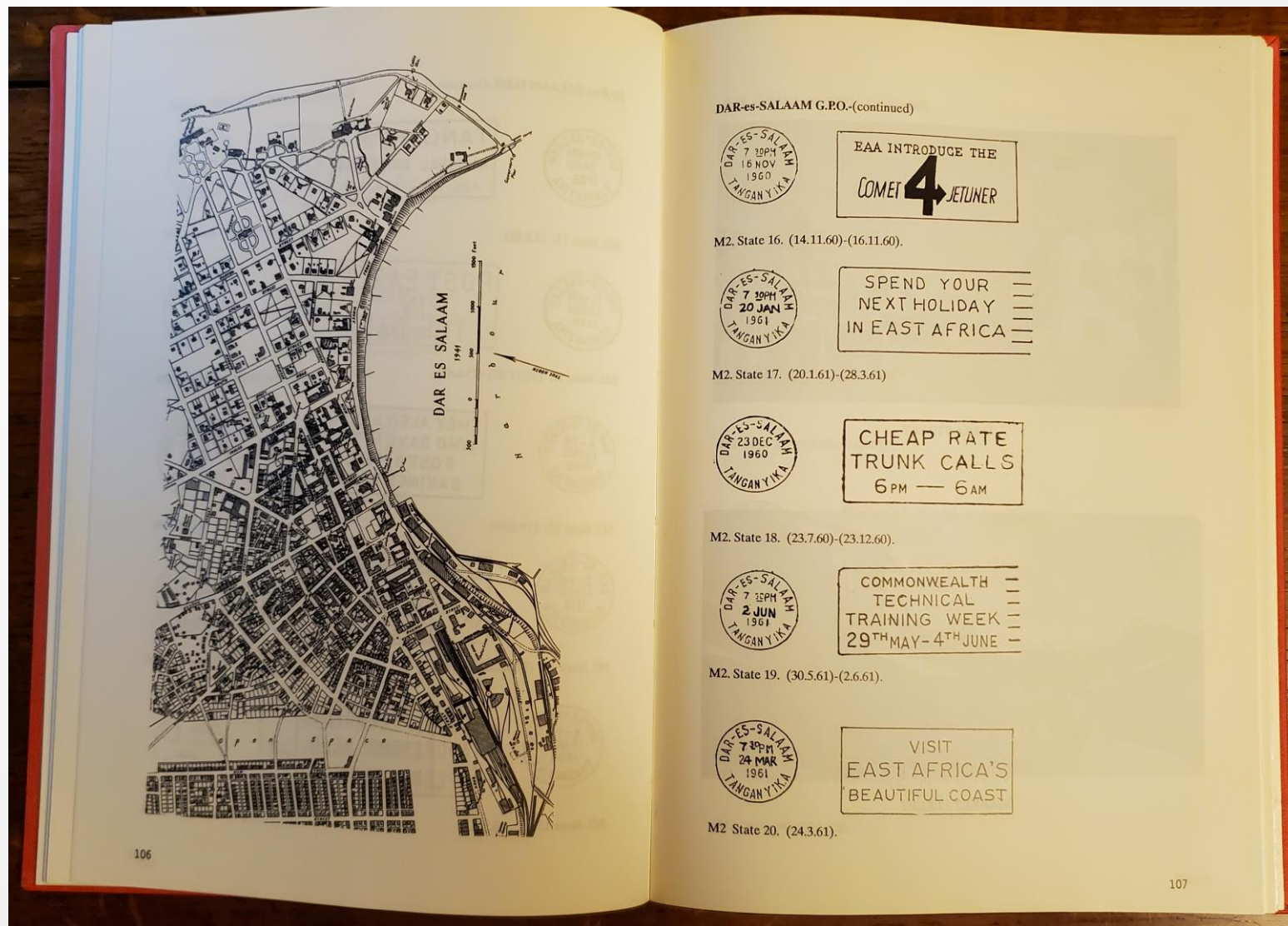
LOT 9

£10

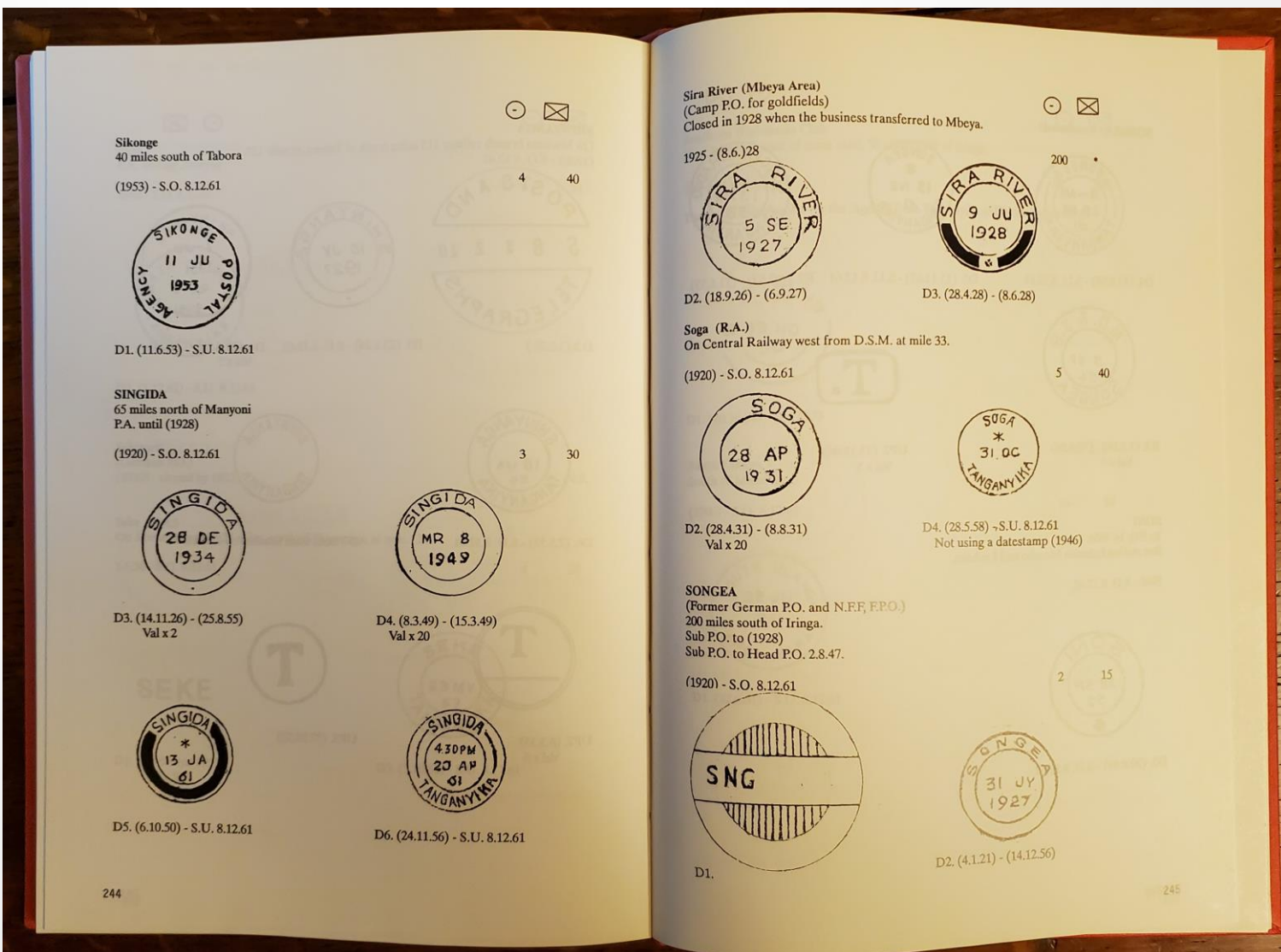
The Postal History of Tanganyika (Edward Proud. 1989) Hardback. 287p. Classic work with major listings of postmarks and essential for all members' bookshelves.



The Postal History of Tanganyika (Edward Proud. 1989) Hardback. 287p. Classic work with major listings of postmarks and essential for all members' bookshelves.



The Postal History of Tanganyika (Edward Proud. 1989) Hardback. 287p. Classic work with major listings of postmarks and essential for all members' bookshelves.



LOT 10

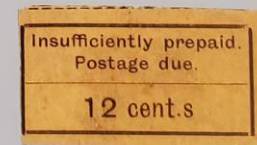
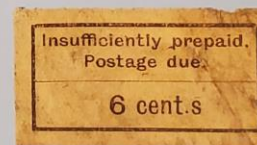
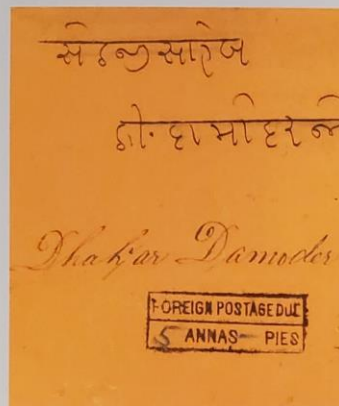
£25

The Postage Dues of Zanzibar 1875-1964 (John Griffith-Jones. BPA. 2014) Hardback + d/w. 539p. The ultimate classic work on this topic. (One small page tear noted but no text missing.) Covers background history, much detail on PD arrangements pre-label production, vast information on the PD labels themselves and a lengthy census of all known covers. Many coloured illustrations.

The Postage Dues of Zanzibar

1875-1964

The Stamps, the Covers and their Story

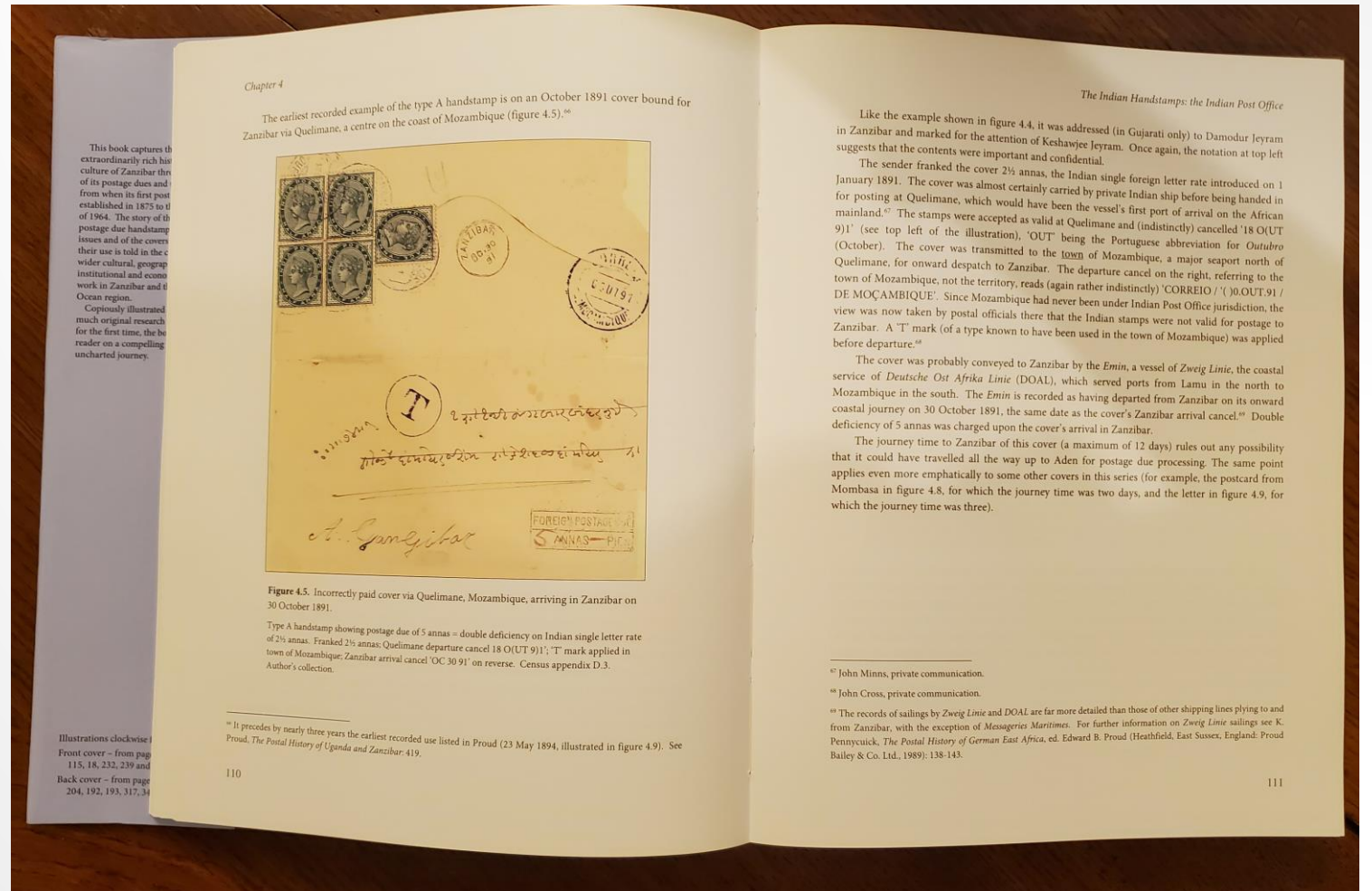


John Griffith-Jones

LOT 10

£25

The Postage Dues of Zanzibar 1875-1964 (John Griffith-Jones. BPA. 2014) Hardback + d/w. 539p. The ultimate classic work on this topic. (One small page tear noted but no text missing.) Covers background history, much detail on PD arrangements pre-label production, vast information on the PD labels themselves and a lengthy census of all known covers. Many coloured illustrations.



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In the cover shown in figure 11.35 the franking from London was at the surface instead of the air mail rate, which yielded a postage due charge in Zanzibar of 56 cents. This was well outside the scope of the carefully calibrated list of local issue values, which had been chosen for the pre-air mail age. However, it was not difficult to assemble a combination of values to make up the correct amount.



Figure 11.35. Underpaid air mail cover from London, bearing 25 cents pair and 6 cents of second issue cancelled in Zanzibar on 15 October 1935.

1/2 oz air mail rate from GB on this route = 6d; cover franked at 1 oz surface mail rate of 19d; double deficiency on 4/6d underpayment = 9d = 90 gold centimes = 56 Zanzibar cents. Cancelled in London 7 OCT 1935; 'T' mark in hexagon with 'L' under and '90' in manuscript applied in London Chief Office. Postage dues cancelled in Zanzibar '15 OCT 35' with single circle registration datestamp type R7; 25 cents pair from positions 4/1 and 5/1 and 6 cents from position 2/1 of first printing of sixth setting. Census appendix F.240. Author's collection.



The cover addressed to the Glove Growers Association illustrated in figure 11.36 is, for a postage due item, exceptionally elegant. Formed in 1927, the Glove Growers Association was given greatly enhanced powers in 1934 to control the export of cloves in the face of a continuing slump in world commodity prices (see chapter 1). The postage due was correctly assessed at 31 cents. The full rate comprised the surface mail rate of 5 cents and the air mail surcharge of 20 cents. Double deficiency was charged on the surface element of the rate, which the sender appears to have ignored.

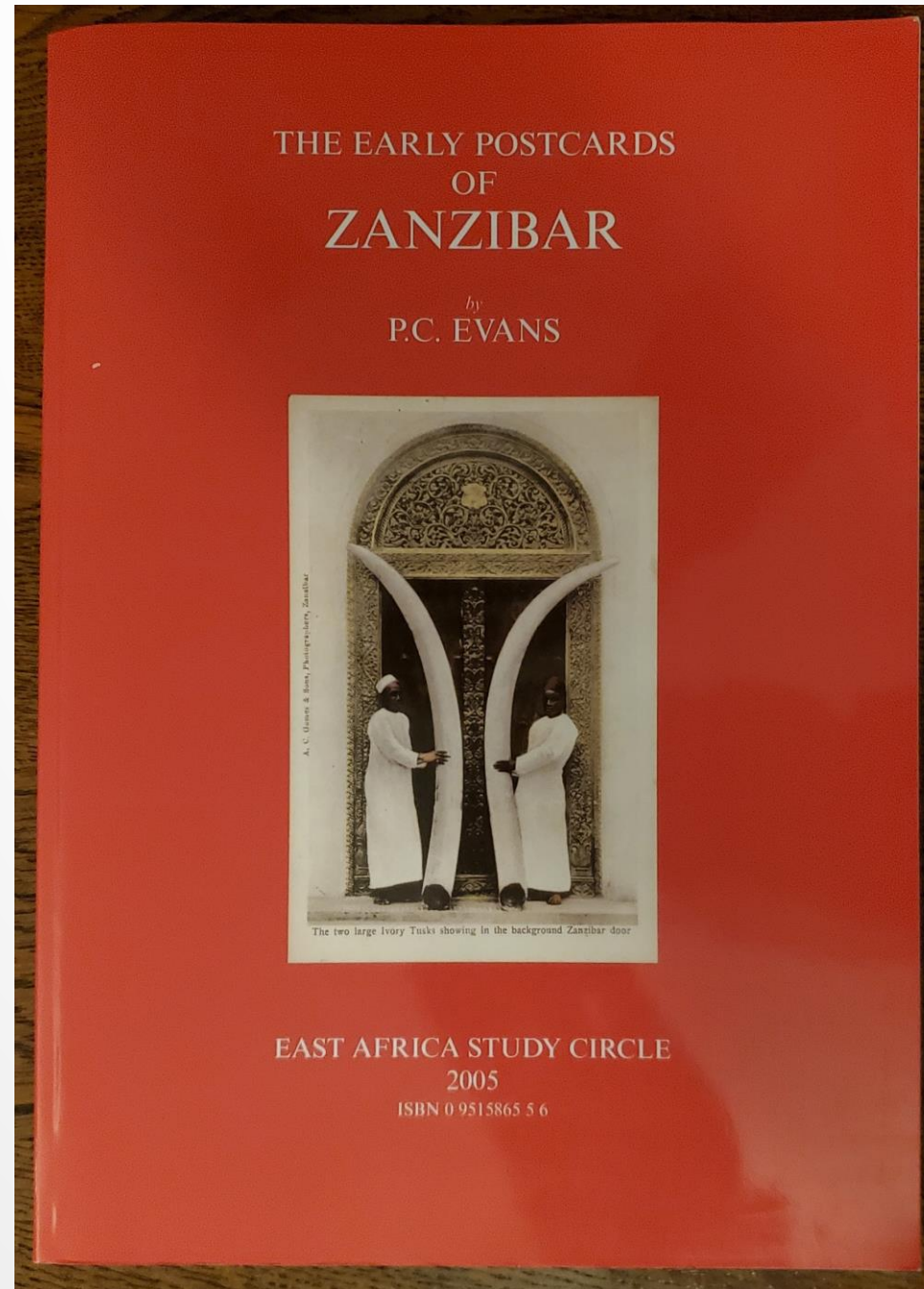
Figure 11.36. Underpaid air mail cover from Kalamazoo, Michigan, USA, bearing 25 cents on lilac and 6 cents of second issue cancelled in Zanzibar on 19 November 1935.

1/2 oz air mail rate from USA on this route = surface mail rate of 5 cents + air mail surcharge of 20 cents = 25 cents; double deficiency on 5 cents underpayment = 10 US cents = 50 gold centimes = 31 Zanzibar cents. Cover originally from Kalamazoo, Michigan; cancelled at 'Grand Central Annex, New York 'NOV 4'; violet mark with 'T' in circle in duplex with 'CENTIMES' in circle and manuscript '50' applied in USA; routed via London, Paris and Nairobi. Postage dues cancelled '19 NO 35' with single circle registration datestamp type R7; 6 cents from position 1/1 of fourth printing of sixth setting, 25 cents from unidentified printing. Census appendix F.241. Author's collection.

LOT 11

£12

The Early Postcards of Zanzibar (P.C. Evans. EASC. 2005) Softback. 232p. Very useful, well-illustrated, out of print publication.



CATEGORY 31 POSTCARDS (continued)



Category 31.
116 52705 Zanzibar. Coconut husking. Note. Signature on the face of the card.



Category 31.
129 54105 Zanzibar Arabic Carved door. Note. Signature on the face of the card.

The Early Postcards of Zanzibar (P.C. Evans. EASC. 2005) Softback. 232p. Very useful, well-illustrated, out of print publication.

THE CATEGORY 1 - SECTION A COLOURED POSTCARD.



Category 1 - Section A.
Views of Zanzibar and Dar-es-Salaam

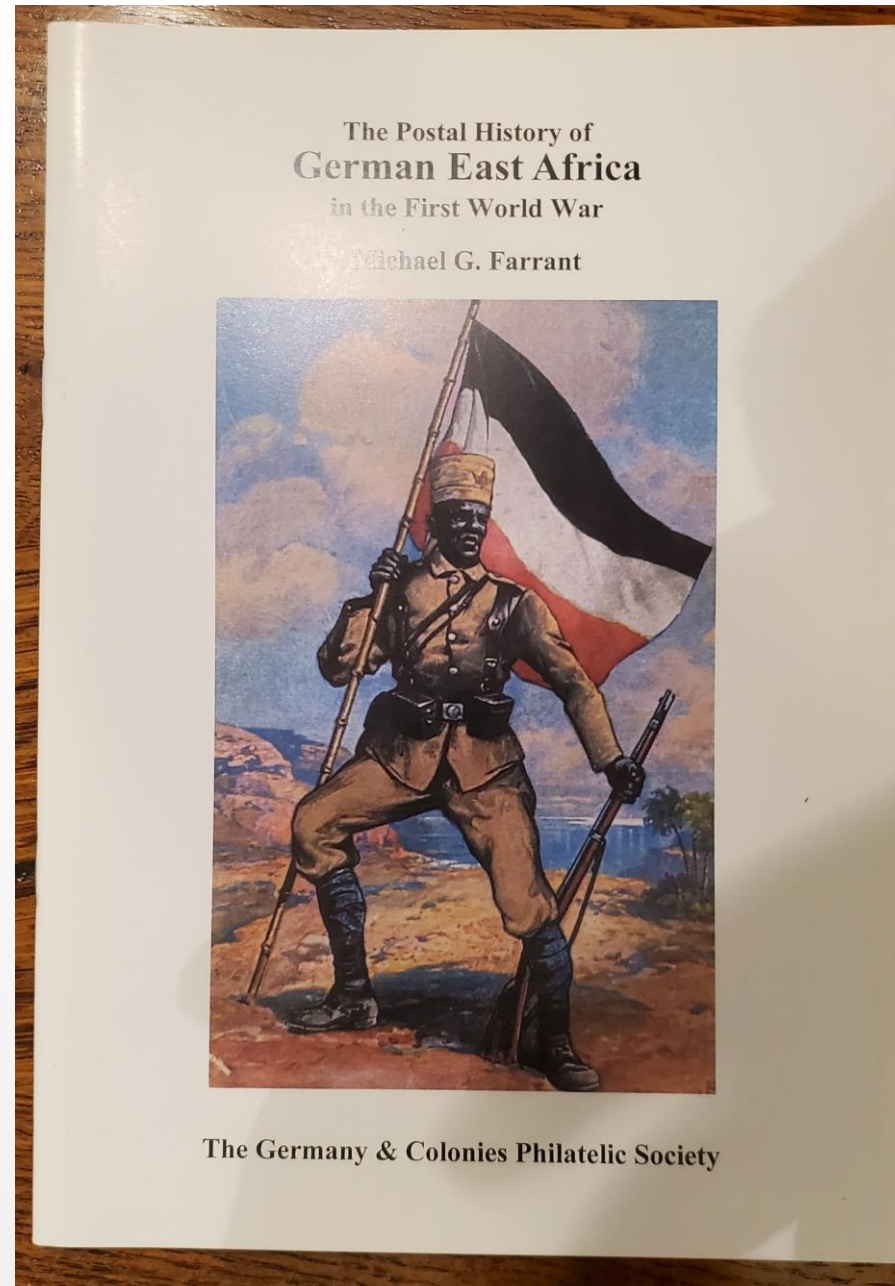


Category 1 - Section A.
Reverse side of above card. Undivided back, printed in red. Used card addressed to Germany, cancelled DAR-ES-SALAAM 27 4 87 and with arrival cancellation of ERFURT 19.5.97.

LOT 12

£3

The Postal History of German East Africa in the First World War (Michael Farrant. 2019)
Paperback. 36p. A very useful and well-illustrated summary of the topic by Michael, who was of course the UK's leading expert on the subject.



It is unusual to find double frankings (i.e. stamps or postal stationery with cash paid markings) as cash was normally paid for both postage and registration.

However, as shown in Fig. 13, cash was paid for registration on a postal stationery card which might be unique. It could be argued that as the internal postcard rate was only 4 Heller, the cash payable might have been only 11½ Heller making a total of 19 Heller instead of the 22½ Heller actually paid. Also see Chapter 3 for double frankings with prepaid envelopes.



Fig. 12.
A wrapper used at Morogoro 1.8.16 with the cash franking 'Zwei 1/2 H'. This is a very late use of cash franking and shows the 'Berlin 16' in the postmark.



Fig. 13.
A postal stationery card used at Morogoro 16.4.16 showing a cash franking for 15 Heller to pay the registration fee.

Check list of markings

Unboxed cachets	
Daressalam	3-line mark in violet 8 - 17.5.15
	4-line mark in violet or red 12 - 19.5.15
	3-line mark with 2½ Heller normally in red but green in violet 8.1.16 - 17.3.16
Tanga	2-line mark in violet 20.5.15 - 16.6.16
	2-line mark reading 'Frankiert / mit 7½H' in violet 3.8.15 - 3.6.16
Boxed cachets	
	Daressalam
	in blue, red or violet 18.5.15 - 30.8.16
	in violet or black/grey with 2½ H January 16 - 4. 8.16
	in violet or black/grey value handwritten May 15 - August 16
Tanga	in violet with 2½ Heller (34-36 mm) 28.5.15 - 2. 8.16
	in violet with handwritten value 26.5.15 - 25.5.16
	in violet with 'Heller' only and handwritten value 17.7.15
	in violet with 2½ Heller (21 mm) 5.1.16 - 6.6.15
	in violet with 7½ Heller 7.1.16 - 7.6.16
	in violet with 4 Heller 16.2.16 - 8.5.16
Kigoma	in violet 17.3.16 - 10.5.16
Moschi	in violet 15.6.15 - 20.4.16
Muansa	in violet 3.6.15 - 25.5.16
Tabora	in violet or blue 31.5.15 - 25.5.16
Wilhelmstal	in violet January 16 - 24.5.16
Label	
Amani	cash-paid label with handwritten amount. The label read 'Fr. lt. Einn. Nachw. in Amani' and was unboxed. Only very few examples are known June - July 1916

The Postal History of German East Africa in the First World War (Michael Farrant. 2019) Paperback. 36p. A very useful and well-illustrated summary of the topic by Michael, who was of course the UK's leading expert on the subject.

LOT 13

£5

S.M.S. Königsberg (Herbert Stock. Berlin. 1973)
Softback. GERMAN LANGUAGE ONLY. 56p.
Some history plus much postal history.



Die Verbindung zum Internationalen Friedensbüro in Bern erfolgte mittels Parlamentärpost; diese wurde, vor allem zu Beginn des Krieges, den englischen Kriegsschiffen, die Daressalam öfters anliefen, mitgegeben und von ihnen dann auch weiterbefördert. Über neutrale Staaten gelangte sie an ihren Bestimmungsort. Später wurden Mitteilungen bei Parlamentärverkehr zwischen den Truppen — natürlich nur in bescheidenem Maße und nur gelegentlich — befördert, vornehmlich, wenn südafrikanische Generale gegenüberlagen. Aber Anfang September 1915 war auch die letzte Verbindung mit der Heimat unterbrochen, da die Engländer den Portugiesen strikt die Annahme und Beförderung deutscher Post untersagten und die noch neutralen Portugiesen sich als die Schwächeren beugen mußten. Ein scharfer Protest von Gouverneur Schnee bei den Neutralen blieb ergebnislos. Die letzte Post aus der Heimat kam über Portugiesisch-Ostafrika am 10. September 1915 an, darunter der „Hamburger Korrespondent“ vom 22. Mai 1915, der ausführliche Mitteilungen für die Truppenführung enthielt. So waren von nun ab das Schutzgebiet und die Truppe vollständig von der Außenwelt abgeschnitten.

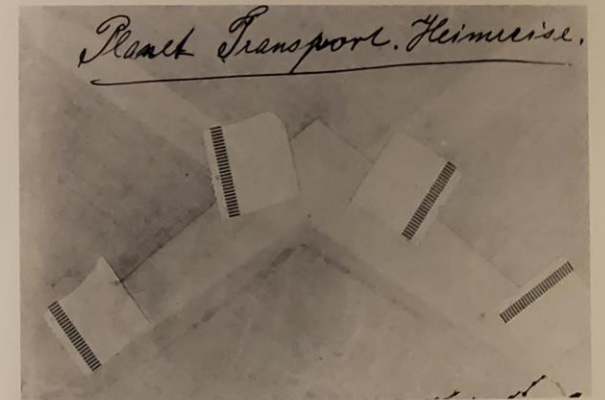
Blockadepost des Kreuzers „Königsberg“

Bordpost des Kreuzers aus der Friedenszeit, Marine-Schiffpost No. 19, ist bekannt, ein Beleg wird am Anfang dieser Arbeit gezeigt. Um so weniger wußte man dagegen darüber aus der Kriegs- und vor allem der Blockadezeit. Lange herrschte über den letzten Zeitabschnitt Unklarheit; denn Poststücke sind nur sehr schwer eindeutig als von „Königsberg“ stammend zu erkennen, da verständlicherweise eine Entwertung mit dem Bordstempel aus Gründen der Geheimhaltung nicht erfolgte, ebenso waren Absender- und Ortsangaben untersagt; diese Anordnung wurde allerdings nur bis etwa Mai 1915 befolgt. Es muß also zur eindeutigen Bestimmung vom Kreuzer stammender Blockadepost nachgewiesen werden können, daß der Schreiber dieser, es waren wohl ausnahmslos Postkarten, Besatzungsangehöriger von S.M.S. „Königsberg“ war. Als Blockadepost kann selbstverständlich nur solche angesehen werden, die nach außerhalb des Schutzgebietes bestimmt war; sie muß während der möglichen Zeit befördert worden sein, was durch die angebrachten ausländischen Durchgangsstempel nachgewiesen werden kann; sie muß aber auch den Bestimmungsort erreicht haben, oder ihn mindestens erreicht haben können.

Auf einem zeitlich großen Umweg gelang die Bestimmung einer Blockadepost der „Königsberg“ und ihr Beförderungsweg durch den Brief eines Besatzungsangehörigen des in der Südsee stationierten Vermessungsschiffes „Planet“. Dieser Brief, auf S.M.S. „Planet“ geschrieben und am 28. April 1914 mit dem Marine-Schiffpoststempel No. 63 versehen, wurde vom Schiff, das den auf der Rückseite erwähnten Ablösungstransport von „Planet“ nach Wilhelmshaven brachte, mitgegeben. Die Adresse ist wichtig und beachtenswert, sie ist an Wilhelmshaven, Wilhelmshaven, Tonndeihrstr. 2, gerichtet. Der Inhalt waren sicher Mitteilungen und vor allem die freudige Erwartung auf das baldige Wiedererlangen der Heimat. Die folgende Postkarte aussagt.



Marine-Schiffpost No. 63 vom 28. 4. 1914 nach Wilhelmshaven

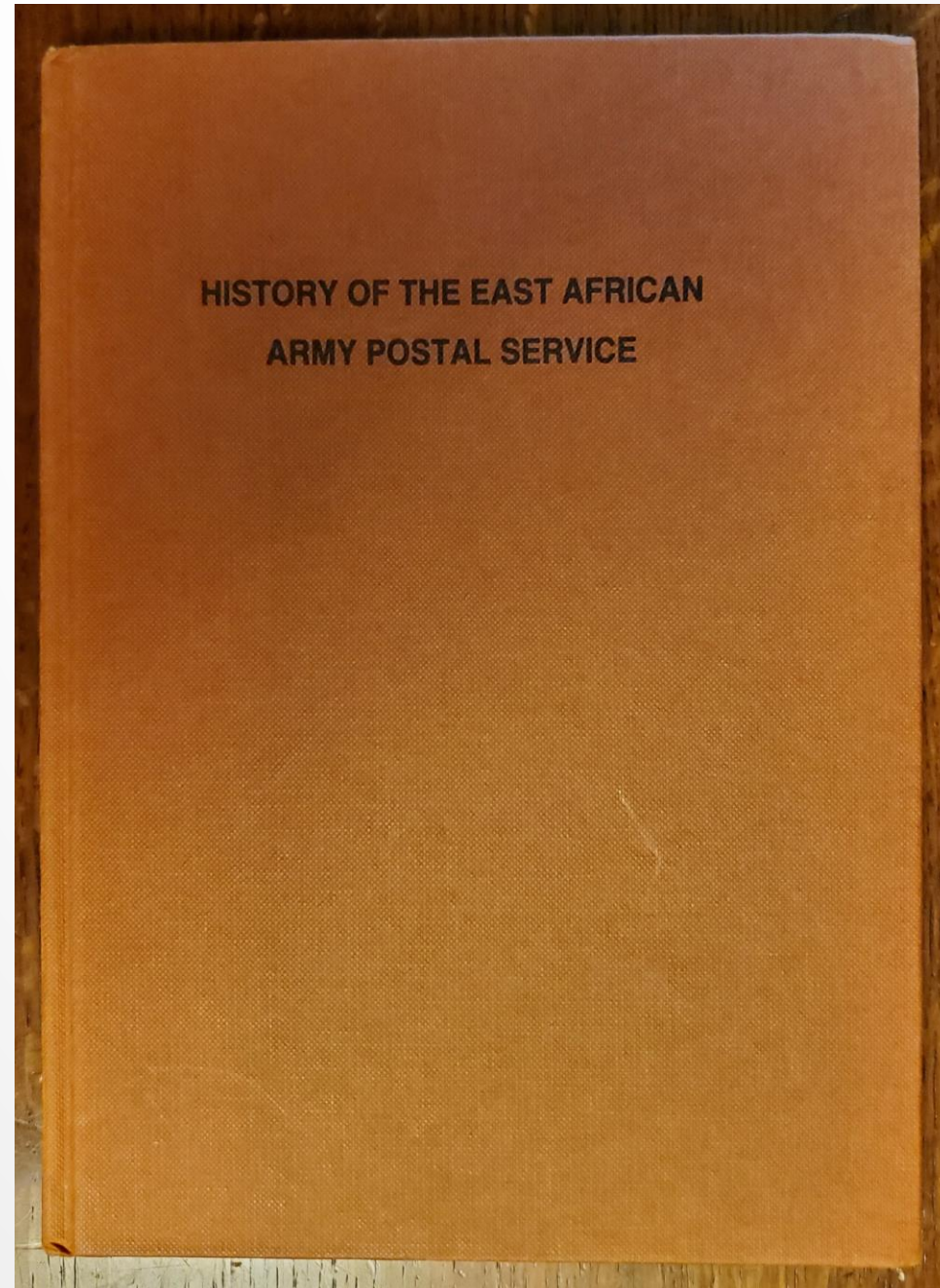


S.M.S. Königsberg (Herbert Stock. Berlin. 1973)
 Softback. GERMAN LANGUAGE ONLY. 56p.
 Some history plus much postal history.

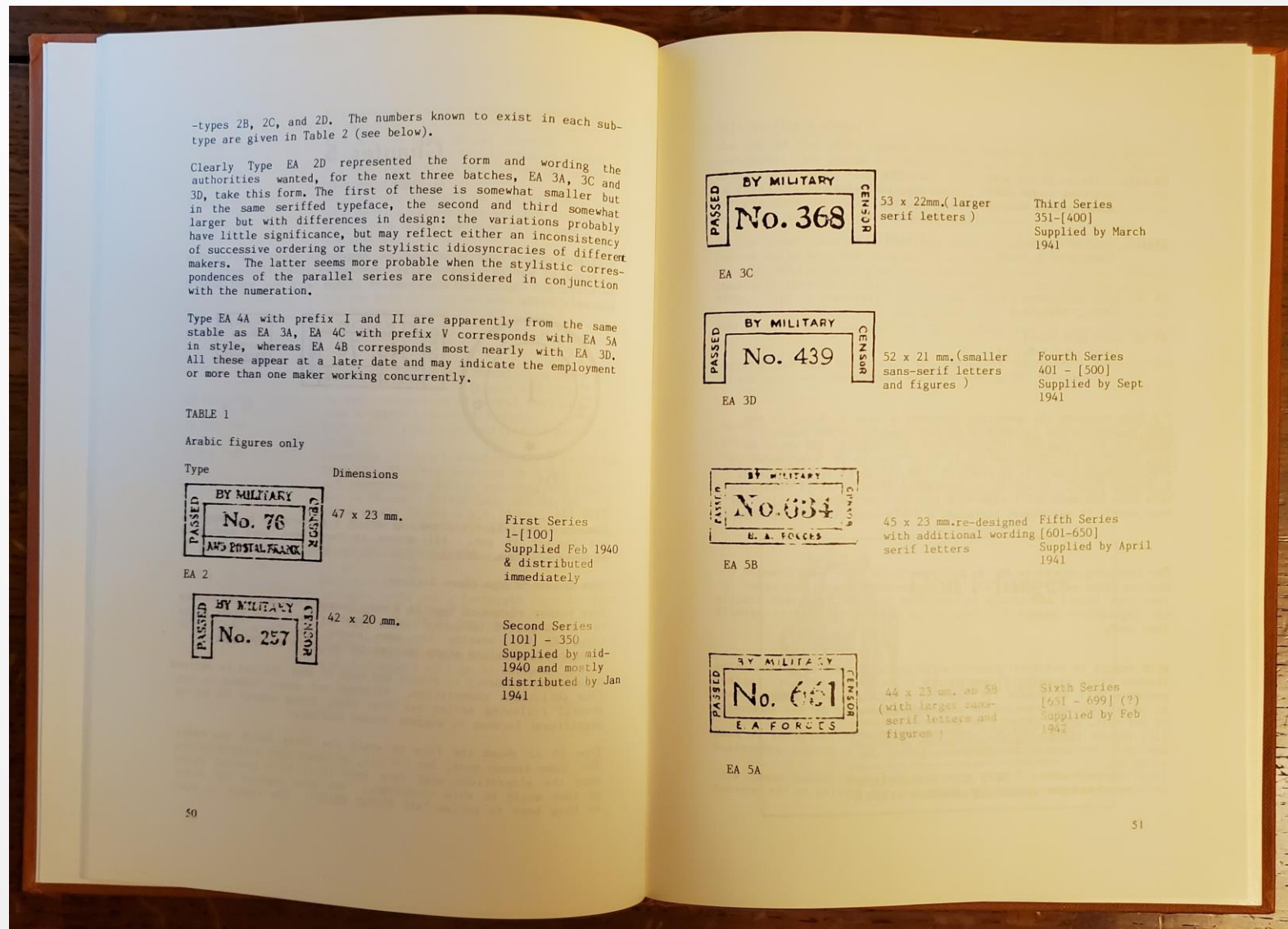
LOT 14

£10

History of the East African Army Postal Service
(Stuart Rossiter. Publ. E Proud. c.1983)
Hardback. 111p. Very useful listings for anybody
interested in WW2. Also includes a first draft of
Kenneth Pennycuick's WW1 NFF book.



History of the East African Army Postal Service
 (Stuart Rossiter. Publ. E Proud. c.1983)
 Hardback. 111p. Very useful listings for anybody
 interested in WW2. Also includes a first draft of
 Kenneth Pennycuick's WW1 NFF book.



LOT 15

£2

East African Airmail to 1939 (Bill Colley. 1st Edn. Self-Published. 1994) Softback. 120p. Although superseded by the 2nd edition, this one contains some images that were not used in that 2nd edition



(xxiv) *Atalanta* at Mbeya, Tanganyika

(Post Office Copyright)

The *Uganda Herald* of 13 November 1935 reported the *City of Jodhpur*, heavily laden from Juba, stopped at Gulu at 9.10 a.m. for fuel. It could not restart one engine so Kisumu was radioed for a spare aircraft which arrived at 10.0 p.m., passengers and mail eventually reaching Entebbe at 11.0 a.m. on Sunday 10 November.

City of Jodhpur, commanded by Captain Klein, was in trouble again on 23 November when at 10.0 a.m., southbound with mail only, it came down in a swamp ten miles north-west of Entebbe. This was due to the loss of a propeller, the aircraft then being unable to maintain height. The rescue went in by canoe for three miles then spent two hours struggling up to waist-deep through the swamp. The mail reached Entebbe at 8.0 p.m. where it was checked before despatch by road to Kampala.

From 20 March 1936 the southbound service arrived in Nairobi on Mondays and Fridays. There was no change to the north-bound service.

Air Liner Wrecked at Kisumu

CRASH WHEN TAKING OFF IN THE DARKNESS

Officers Injured

PASSENGERS HAVE TO SCRAMBLE THROUGH CABIN WINDOWS

The Imperial Airways liner, "R.M.A. "Atalanta," carrying nine passengers, a crew of two, freight and mail, southwards, was totally wrecked when she struck a tree shortly after taking off from Kisumu in the early hours of Sunday morning.

The two members of the crew, Captain Ginn and First Officer Reid, who were thrown through the windscreen when the crash took place, received concussion, and the latter in addition a broken collarbone.

All the passengers had an escape which was described by one as "miraculous." They had to climb through the windows of the partially smashed cabin, and one slight cut was the only injury sustained in the whole number, among whom were two ladies, Lord Balfour of Burleigh (on a visit to Kenya) and several prominent Johannesburg business men.

(xxv) The wrecking of RMA *Atalanta* at Kisumu

LORD BALFOUR OF BURLEIGH

Fortnight's Visit to East Africa

Lord Balfour of Burleigh, who was one of the nine passengers in the ill-fated "Atalanta" which was completely wrecked at Kisumu early on Sunday morning arrived in Nairobi by air on Sunday afternoon. He is visiting East Africa in his capacity as a director of the Standard Bank of South Africa and during his fortnight's stay hopes to see as much as possible of the territories.

Lord Balfour intends to do most of his traveling in East Africa by air. To-day he will fly to Mombasa and from there will go to Mocha, returning in a few days to Nairobi. Later he will visit Swaziland and his tour will end with a few days' stay at Zomba from where he hopes to return home by the Imperial Airways mailboat leaving on November 10.

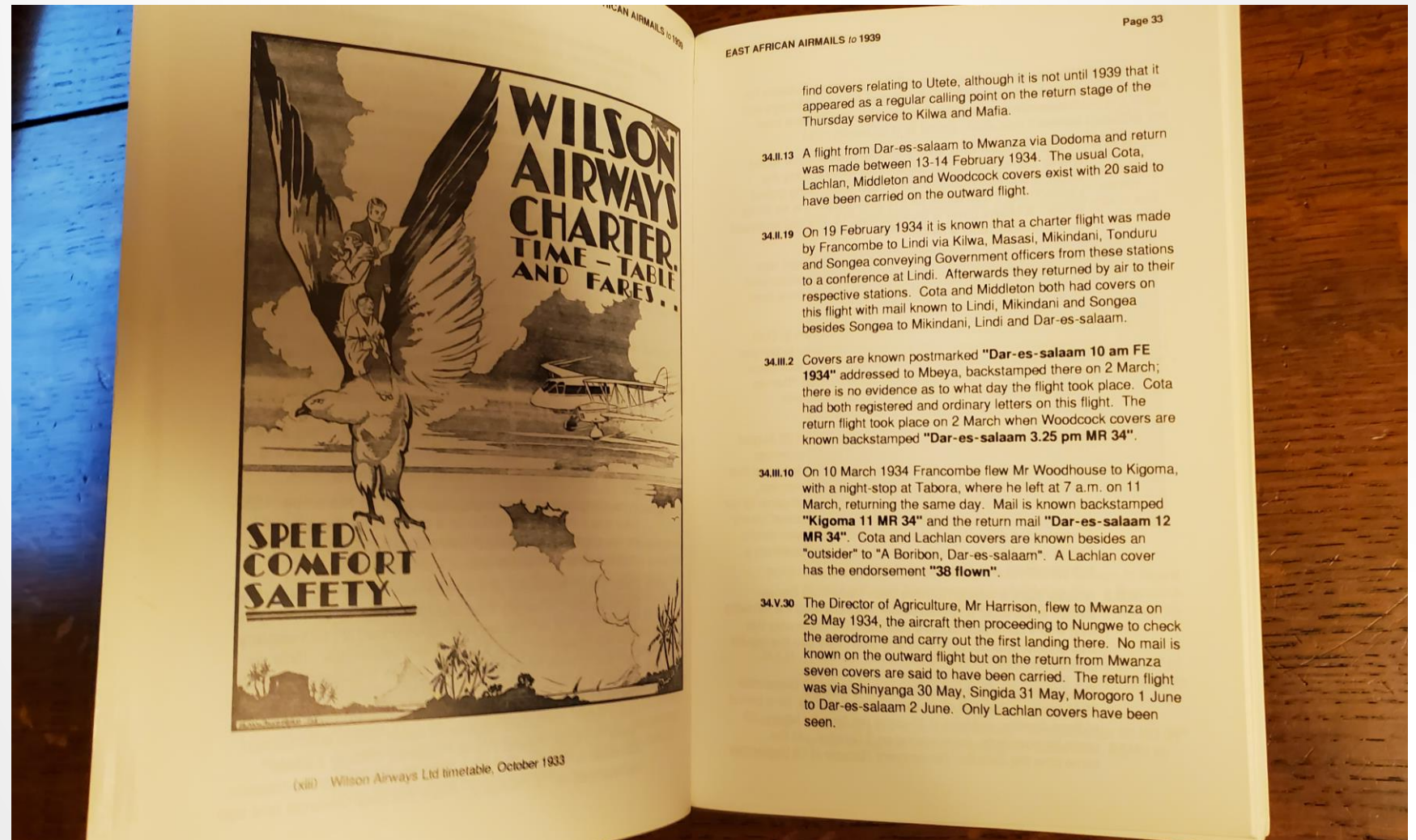
This is Lord Balfour's first visit to East Africa. Five years ago he spent some time in the Union.

AIR CRASH ENQUIRY

Passengers' Mementoes of Their Escape

The "East African Standard" is informed that an enquiry into the Kisumu accident to the Imperial Airways liner, R.M.A. "Atalanta" will be held in the course of a few days.

Some of the passengers, who continued their southward journey carried pieces of the wrecked plane as mementoes of their thrilling experience and fortunate escape.

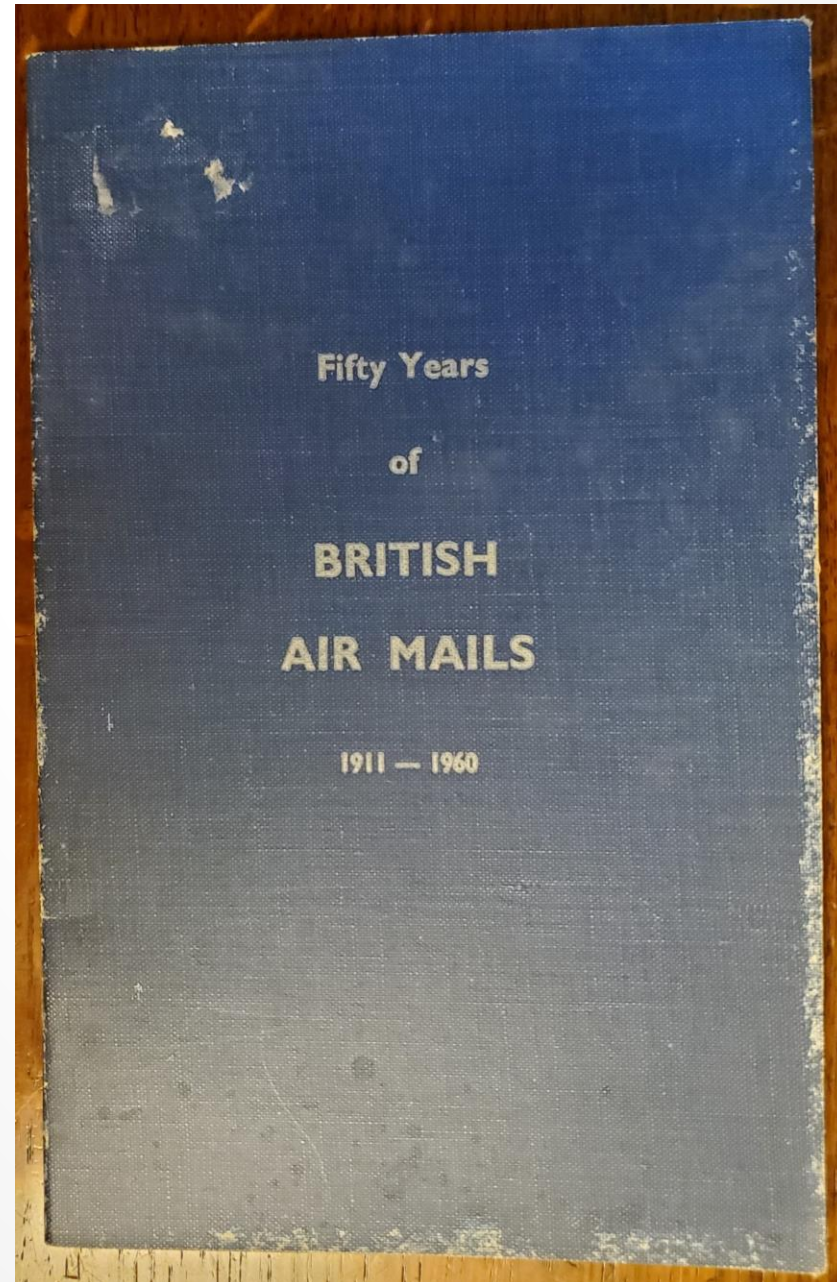


East African Airmail to 1939 (Bill Colley. 1st Edn. Self-Published. 1994) Softback. 120p. Although superseded by the 2nd edition, this one contains some images that were not used in that 2nd edition

LOT 16

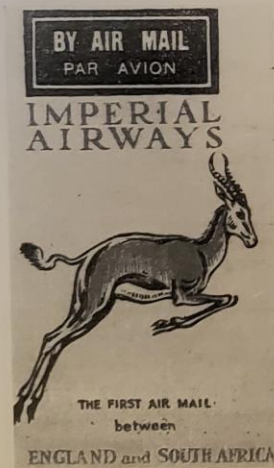
£2

Fifty Years of British Air Mails 1911-1960 (NC Baldwin. Publ. Francis Field. c.1960). Softback. 47p. Relatively little specifically on East Africa.





25a & b.



25c & d.



25e & f.

1931-1932

The England—South Africa Airway

25. Imperial Airways developed this route in two sections, i.e., London to Mwanza (Tanganyika) in February, 1931, and an extension to Cape Town in January, 1932, preceded by an experimental flight carrying Christmas mails in December 1931. Commemorative envelopes were issued for each flight.

Feb. 28, 1931.

- | | |
|-----------------------------------|-----|
| (a) London—Mwanza | 5/- |
| (b) London to intermediate points | 5/- |
| (Tanganyika) | |

Dec. 9, 1931.

Christmas Flight to South Africa.

- | | |
|-----------------------------------|-----|
| (c) London—Cape Town | 7/6 |
| (d) London to intermediate points | 7/6 |

Jan. 20, 1932.

First Regular Flight to South Africa.

- | | |
|-----------------------------------|-----|
| (e) London—Cape Town | 7/6 |
| (f) London to intermediate points | 7/6 |



Fifty Years of British Air Mails 1911-1960 (NC Baldwin. Publ. Francis Field. c.1960). Softback. 47p. Relatively little specifically on East Africa.

1927

13. Jan. 6. First despatch for Iraq and India for flight over extended service from **Cairo to Basra (Iraq)**; air fee 3d. per oz. (Iraq), 6d. (India). From 30/-



14b.



14d.

14. East Africa Experimental Mail Flights from **Khartoum to Kenya and Uganda**; air fee 6d. per oz. Several accidents interrupted the experiments and some mails were not flown. Mar. 10. First despatch from Britain for flight from Khartoum.
- (a) Cover addressed to Kenya 40/-
 - (b) Cover addressed to Uganda with cachet in red 50/-
 - Sept. 29. Second despatch as above; arrived Oct. 17.
 - (c) Cover with Kenya cachet 45/-
 - (d) Cover with Uganda cachet 45/-

AIR POST OFFICE
LONDON-STOCKHOLM
OVERNIGHT SERVICE
20-21 JUNE 1928

15a.

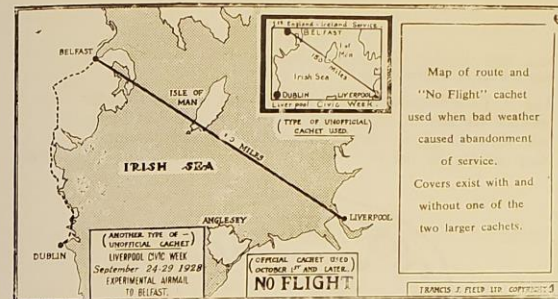


15a

1928

Flying Post Office

15. June-Sept. London—Stockholm Night Mail experiments; mail was sorted and cacheted during flight.
- (a) First flight 60/-
 - (b) Later flights 50/-
16. Aug. 29. **Catapult Mail Despatch**; air fee 2/6 per 1/2 oz.; endorsement: "Catapult Air Mail. Per S.S. Ile de France, via Plymouth." Mail was flown by aircraft catapulted from the deck of the ship when about 600 miles from New York. This was the sole despatch from Britain. £10



Map of route and "No Flight" cachet used when bad weather caused abandonment of service. Covers exist with and without one of the two larger cachets.

1928

17. Sept. 24—Oct. 4. **Irish Sea Experimental Airmail Service**: Liverpool—Belfast or return for two weeks, but bad weather interfered with the schedule.
- (a) First Liverpool—Belfast or return 10/-
 - (b) Later flights 7/6
 - (c) Unflown covers bearing "No Flight" cachets 30/-
 - (d) I.F.S. despatch flown Belfast—Liverpool £5



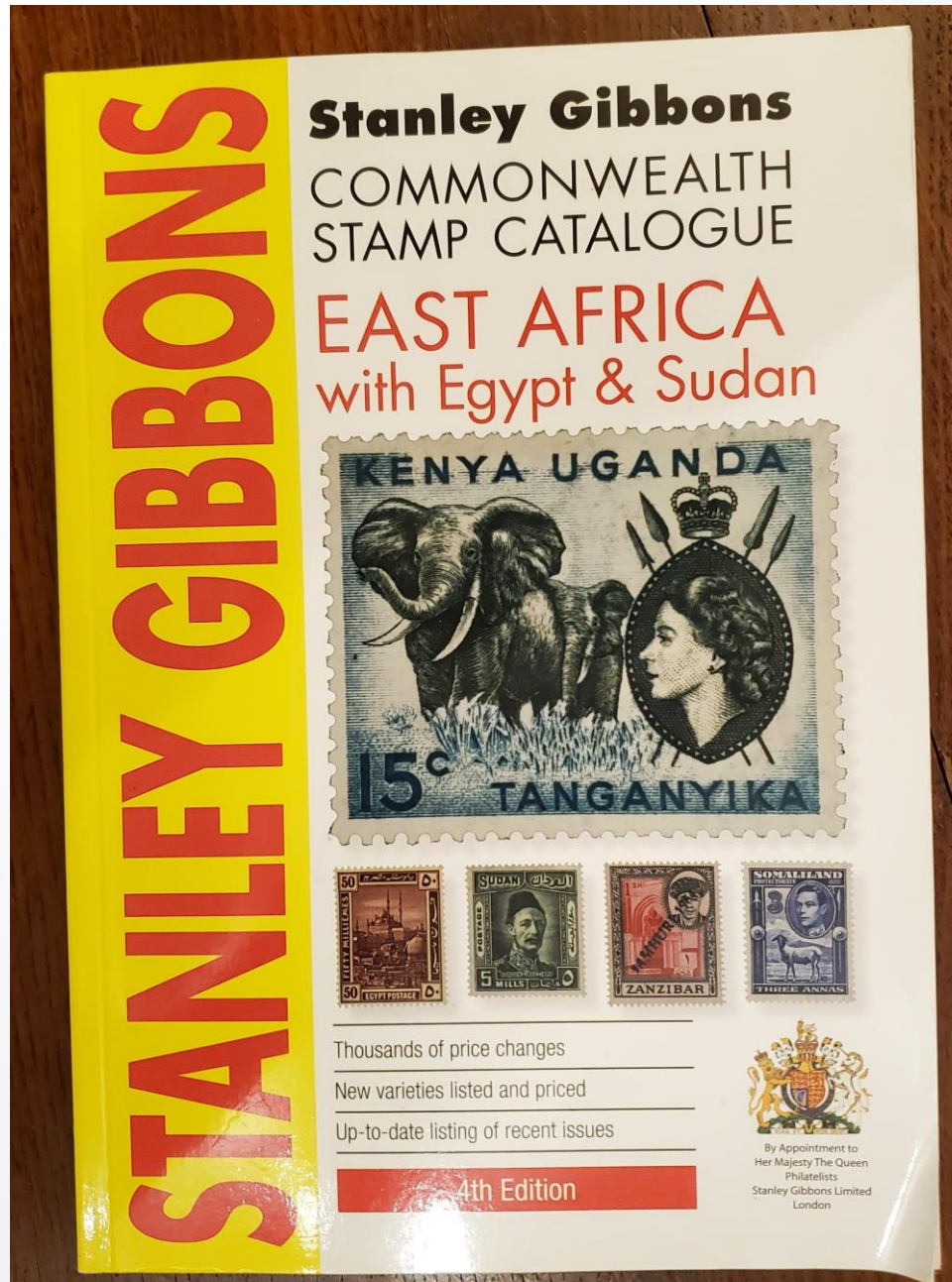
17d.

Fifty Years of British Air Mails 1911-1960 (NC Baldwin. Publ. Francis Field. c.1960). Softback. 47p. Relatively little specifically on East Africa.

LOT 17

£6

Stanley Gibbons East Africa (4th Edn of the catalogue. 2018) Softback. 182p. No EA collector should be without this latest edition. £26 new from SG.



Stanley Gibbons East Africa (4th Edn of the catalogue. 2018) Softback. 182p. No EA collector should be without this latest edition. £26 new from SG.

KENYA, UGANDA AND TANZANIA Stamp Booklets, Official Stamps 1975

386 3s. Early Man and Technology (skinning hippopotamus) 75
383 to Set of 4 140
For similar stamps see Nos. 76/79 of Kenya and the corresponding issues of Tanzania and Uganda.

80 Serengeti Wild Life Lodge, Tanzania
(Des. R. Granger Barrett, Litho.)
1975 (26 Feb) East Africa Game Lodges, T 80 and similar horiz designs. Multicoloured, P 14.
367 50c Type 80 15 10
368 20c Mweza Safari Lodge, Uganda 20 10
369 1.50 Akia—Aberdare Forest Lodge, Kenya 35 35
370 2.50 Paraa Safari Lodge, Uganda 80 80
371/2 Set of 4 110 275
*This is the local release date. The Crown Agents in London issued the stamps on 24 February.

81 Kilani (wooden comb), Bajun of Kenya
(Des. Mrs. Gombé of the EAPT; adapted C. Abbott, Litho. Quesita)
1975 (5 May) African Arts, T 81 and similar vert designs. Multicoloured, F 13a.
371 50c Type 81 10 10
372 1s. Earing, Chaga of Tanzania 15 10
373 2s. Okoo Jambesi, Acholi of Uganda 35 25
374 3s. Kilite (Kamba gourd), Kenya 85 175
371/4 Set of 4 110 240
(Des. P. D. Studio, Litho. State Ptg Wks. Warsaw)
1975 (28 July) OAU Summit Conference, Kampala, T 82 and similar multicoloured designs, P 11.
375 50c Type 82 30 10
376 1s. Map of Africa and flag (vert) 30 10
377 2s. Nile Hotel, Kampala 30 90
378 3s. Martyrs Shrine, Namugongo (vert) 40 190
371/8 Set of 4 110 275

83 Ahmed (Presidential) Elephant
(Des. locally, Litho. State Ptg Wks. Warsaw)
1975 (11 Sept) Rare Animals, T 83 and similar vert designs. Multicoloured, P 11.
379 50c Type 83 40 10
380 1s. Ahmed Buffalo 40 10
381 2s. Ahmed in grounds of National Museum 125 150
382 3s. Abbott's Dukler 125 300
379/82 Set of 4 300 425
(Des. Rena Fennesi, Litho. Quesita)
1975 (3 Nov) Second World Black and African Festival of Arts and P 11 (1/14)
383 50c Type 84 15 10
384 1s. Heartbeat of Africa (Ugandan dancers) 15 10
385 3s. Makonde sculpture, Tanzania 50 85

85 Fokker F-27 Friendship at Nairobi Airport
(Des. local artist, Litho. State Security Ptg Wks. Warsaw)
1976 (2 Jan) 30th Anniversary of East African Airways, T 85 and similar triangular designs. Multicoloured, P 11a.
387 50c Type 85 100 10
a. Black (aircraft) and blue omitted 100 10
388 1s. Douglas DC-9 at Kilimanjaro Airport 110 20
389 2s. Vickers Super VC10 at Entebbe Airport 350 10
390 3s. East African Airways crest 375 10
387/90 Set of 4 850 75
Two black plates were used for each of Nos. 387/9; one for the left and the other for the centre. No. 387a, three used copies of which were printed from the blue and centre black plates omitted. Further commemorative issues were released during 1976-78, some under KENYA, TANZANIA, or UGANDA.
Co-operation between the postal services of the three member countries virtually ceased after 30 June 1977; the postal services of Kenya, Tanzania and Uganda then operating independently.

STAMP BOOKLETS
1912-17. Black on pink cover. Letter rate given as 6 cents per oz. Stapled.
S81 1r.80, booklet containing 12x3c and 24x6c (Nos. 45/6), each in blocks of 6
a. Letter rate 6 cents per 10oz. Contains Nos. 45/6, each in blocks of 6. 2200
S82 2r. booklet containing 6x3c and 30x6c (Nos. 45/6), each in blocks of 6. 1200

1938. Black on pink cover. Stapled.
S83 3s.40, booklet containing 12x15c and 8x20c (Nos. 137, 139), each in blocks of 4. 600

1950-52. Blue on yellow cover. Stapled.
S84 1s. booklet containing 4x5c and 8x10c (Nos. 133a, 135c), each in blocks of 4.
a. Contents as S84, but 10c changed to No. 136. Stitched (1952) 670

1954 (3 Sept). Blue on yellow cover. Stitched.
S86 1s. booklet containing 4x5c and 8x10c (Nos. 167/8), each in blocks of 4. 310

1958 (16 Jan). Black on yellow cover. Stitched.
S87 5s. booklet containing 4x5c, 4x20c, 4x30c, 4x50c and 8x10c (Nos. 167/8, 170/1, 173), each in blocks of 4. 210

1958 (16 Dec) -59. Black on rose-red cover. Stitched.
S88 5s. booklet containing 10c, 15c, 20c, 30c and 50c (Nos. 168/9, 170/1, 173), in blocks of 4
a. Contents as No. S88, but 15c changed to No. 169a (20.4.59) 650

1961 (1 Feb). Black on rose-red cover. Stitched.
S89 5s. booklet containing 10c, 15c, 20c, 30c and 50c (Nos. 184/6, 188, 190) in blocks of 4. 160

OFFICIAL STAMPS
For use on official correspondence of the Tanganyika Government.

OFFICIAL (O 1)
OFFICIAL
E1 Broken 'O' in 'OFFICIAL' (R, 146).

1959 (1 July), Nos. 167/71, 173 and 175/80 optd as Type O 1.
O1 18 5c. black and deep brown 30 15
O2 19 10c. carmine-red 30 15
O3 20 15c. black and light blue (No. 169a) 20 10
O4 21 20c. black and orange 15 10
a. Opt double 15 10
O5 18 30c. black and deep ultramarine 175 10
O6 19 50c. reddish purple 175 10

Official Stamps, Postage Due Stamps KENYA, UGANDA AND TANZANIA

O7 21 1s. black and claret 20 75
O8 20 1s.30 orange and deep lilac 1000 300
O9 20 2s. black and bronze-green 125 100
O10 20 5s. black and orange 1300 400
O11 23 10c. black and deep ultramarine 3.25 750
O12 24 1s. Opt at top 7.60 2500
a. Broken 'O' 4.25 3.25
7.60 2500
75.00 £180

O1/12 Set of 12 3200 3500
The 30c, 50c, 1s. and 1.30 exist with overprint double, but with the two impressions almost coincident.

OFFICIAL (O 2)
OFFICIAL
(O 3)

1960 (18 Oct) Nos. 183/6, 188, 190, 192 and 196 optd with Type O 2 (cents values) or O 3.
O13 5c. Prussian blue 10 350
O14 10c. yellow-green 10 300
O15 15c. dull purple 10 350
a. Serif variety 1400
b. Serif retouched. 1400
O16 20c. magenta 10 75
O17 30c. vermilion 10 10
O18 50c. slate-violet 30 100
O19 1s. deep reddish violet and reddish purple 30 10
a. Re-entry 2500
O20 5s. rose-red and purple 2200 65
O13/20 Set of 8 2200 1100
The use of these overprints ceased on 8 December 1961.

POSTAGE DUE STAMPS

D 1 **D 2**
(Type Waterlow)
1928 (Sept)-33. Wmk Mult Script CA, P 15x14.
D1 D1 5c. violet 2.50 75
D2 10c. vermilion 2.50 15
D3 20c. yellow-green 4.00 425
D4 30c. brown (1931) 27.00 1900
D5 40c. dull blue 6.50 1400
D6 1s. grey-green (1933) 70.00 140
D1/6 Set of 6 1500 160
D1/6s Optd or Perf (30c, 1s.) SPECIMEN Set of 6. £350
(Type D.L.R.)
1935 (1 May)-60. Wmk Mult Script CA, P 14.
D7 D2 5c. violet 2.75 175
D8 10c. scarlet 30 50
D9 20c. green 40 50
D10 30c. brown 1.50 50
a. Bistre-brown (197.60) 3.00 1000
D11 40c. ultramarine 1.50 300
D12 1s. grey 19.00 1900
D7/12 Set of 6 2300 2300
D7/12s Perf SPECIMEN Set of 6. £300

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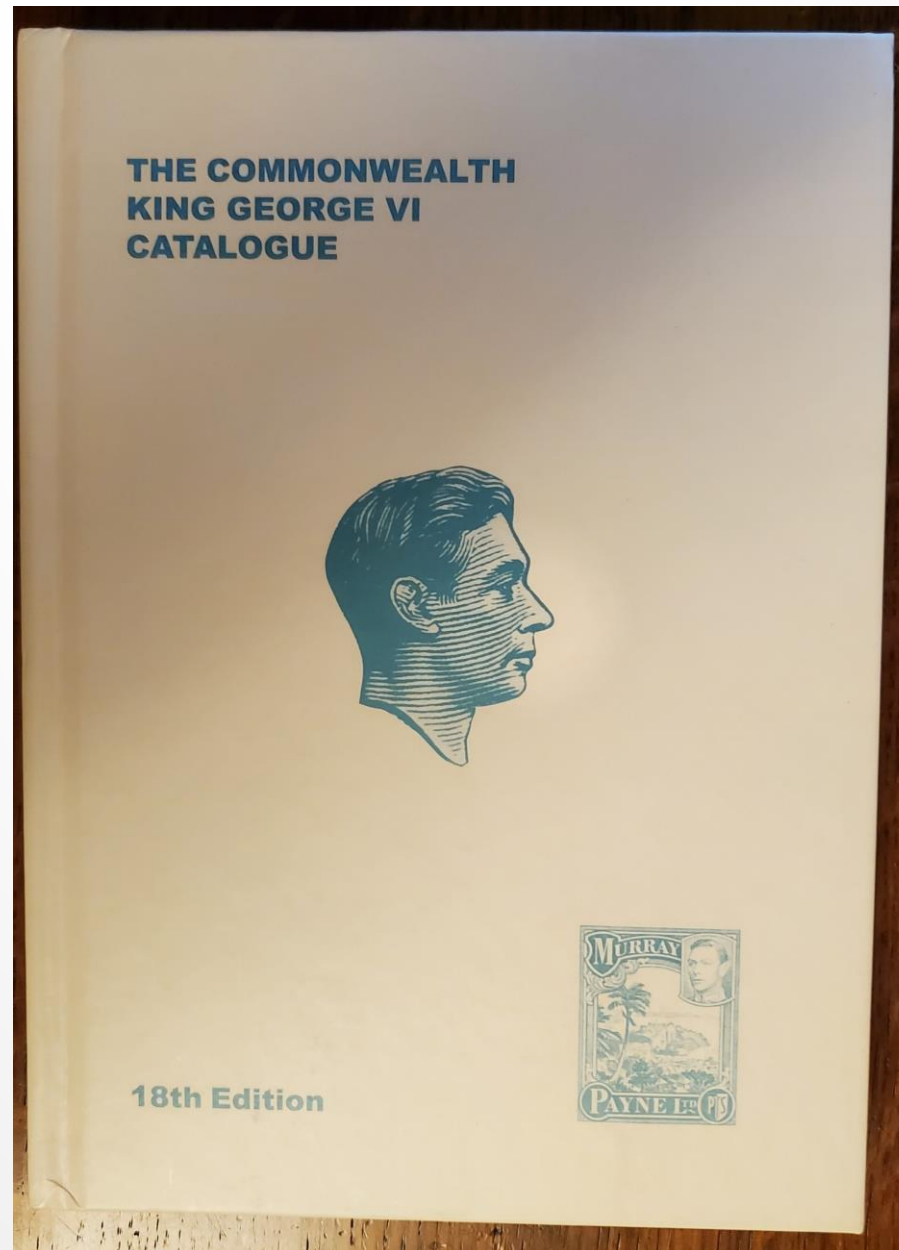
To request a brochure, call 01425 472 363 or email orders@stanleygibbons.com

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Phone: +44 1425 472 363
Email: support@stanleygibbons.com
www.stanleygibbons.com

LOT 18

£6

The Commonwealth King George VI Catalogue
(Murray Payne. 18th Edn. 2000) Hardback. 284p.
Useful details of KGVII issues not in SG.



13	1/- black and brown	£4	.20
	a black and dark brown (8/42)	3.50	.20
	b mountain flaw (?/49)	-	-
	c mountain retouch (4/49)	£375	£100
	d watermark inverted	†	£1200
14	3/- blue and black	£12	2.25
	a dark blue and black (29/747)	£15	4.50
	b mountain flaw (?/49)	£1500	-
15	£1 black and crimson (ch)	£100	£80
SP1/75	specimen perf (13)	£325	†

10b one sheet imperforate between stamp and right margin has been found. This was caused by a paper fold.



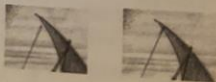
11a, 13c R6/7 and (later) R5/10 show substantial retouches to the top of the mountain. These differ. The flaw that necessitated the retouch on R5/10 has never been found. It is possible to find blocks of the 10ct with R6/7 retouched and 5/10 normal. The 3/- is not known in the retouched state.

11c a sheet of 100 is reported to exist. Plate 9/7B.

13b, 14b R6/7 (Plate 7B) marks on the mountain peak appeared at some time in 1949. The 1/- value is not known mint, and very few 3/- seem to exist.



12a on the KG V 50ct, the rope at the top of the mast failed to join it. The same centre plate used for the KGV 50c was used for the first printing of the KGV 50c, after the short stay had been lengthened on 99 subjects on the plate. The exception was on R2/5 where the correction was overlooked: a number of sheets were printed and placed on sale in May 1938. The die was then corrected and a new plate was laid down; stamps printed from this plate were placed on sale in September 1938 and the remainder of the first printing was withdrawn. The gum on mint examples is normally brown and streaky.



Type 1

Type 2

In Type 1 the stay rope was not attached to the upper point of the sail. The correction (Type 2) was made only on the last printing (late 1937) of the KGV 50c; it was not corrected on the 50c.

As No. 10, etc, but Perf 14. (L).

16	10c chocolate and orange (41)		
17	20c black and orange (41)	£38	£4
18	30c black and deep blue (41)	£22	1.10
19	2/- maroon and purple-mauve (41)	£50	£7
20	5/- black and carmine (41)	£28	£7
21	10/- deep purple and deep ultramarine (41)	£12	1.25
	a red-purple and bright ultramarine (4/49)	£12	£11
22	£1 black and crimson (ch) (41)	£14	£30
	a black and crimson (sub) (24/2/44)	£8	£9
	b (sub) (24/2/44)	£8	£9

As No. 1, etc., but Perf. 13 1/4 x 13 1/4 (C).

23	1c black and red-brown (42)	.15	.25
	a flawed tablet	£45	-
	b retouched tablet	£25	£45
	ba 'A' of watermark missing	£350	-
	c black and dark brown (48)	.80	1.25
	d retouched tablet	£40	£60
	e black and red-chocolate (26/9/51)	.80	1.25
	f tadpole flaw	£10	-
	g break in bird's breast	£45	-
24	15c black and red (2/43)	1.50	2.25
	a booklet pane of 4	£18	£30
	b 'A' of watermark missing	-	-
25	15c black and green (1/4/52)	.55	1.75
26	20c black and orange (4/2)	£2	.10
	a black and deep orange (26/9/51)	£5	.50
	b watermark inverted	†	-
27	30c black and deep blue (9/42)	1.25	.10
	a slate-black and deep blue (24/2/44)	£4	.40
	b black and violet-blue (29/747)	2.25	.30
28	30c purple and sepia-brown (1/4/52)	.50	.25
29	40c black and deep blue (1/4/52)	.75	£2
30	2/- maroon and purple-mauve (24/2/44)	£7	.20
31	5/- black and carmine (24/2/44)	£10	.60
32	10/- purple and blue (24/2/44)	£12	£2
	a purple and steel blue (54)	£38	£5



23a

23b

23a R9/6 FP2 a flaw in the left value tablet left it almost unshaded.

23b, d the above flaw was crudely retouched (probably in the press) and exists on printings 1942-6.



23f

23g

23f a flaw at the left of the portrait vignette resembles a tadpole. F10/1, Plate 2-4B

23g R2/5, Centre Plate 4A. A break in the left crane's breast. This break varies considerably in size.

26a imperforate examples have been recorded. It seems likely that these are 'escapes' from De La Rue's premises. Definite information to the contrary is solicited.

32a this printing has a lovely dark frame shade, used in conjunction with the new head plate (which shows as bright and sharp). It is often optimistically identified.

As No. 9, etc, but Perf. 13 x 12 1/2 (C).

33	5c chocolate and orange (14/6/50)	.60	£2
	a booklet pane of 4	£15	£20
34	10c black and green (14/6/50)	.50	.10
	a booklet pane of 4	£12	£35
35	10c brown and grey (1/4/50)	.30	.35
	a booklet pane of 4	£12	£25
36	25c black and red (1/4/52)	.75	1.25
37	50c red-purple and black (10/49)	£3	.35
	a dot removed (7/6/50)	£5	.35
	b pair with/without dot	£160	£75
38	1/- black and brown (10/49)	3.50	.35
	a black and deep brown (14/6/50)	£6	.75
39	3/- dark blue and black (14/6/50)	£10	1.25

37a/b The dot which was to be found previously on the scroll at the bottom left corner has been removed by retouching, except on R5/2, 6/1, 7/2, 7/4 and 9/1. Traces are still visible on some other positions, however, where the retouching was not completely effective. Illustration shows scroll with dot.



38a The new centre plate used for this printing shows much more detail, particularly in the foreground and sky.

As No. 15, but Perf. 12 1/2 (L).

39a	£1 black and crimson (21/1/54)	£5	£22
1/39	set (20 all colours)	£55	£18



1941 (July 1st)-42 stamps of South Africa, surcharged and overprinted.

		Pair	Pair
		Mint	Used
40	5c/1d grey and carmine-red	.30	1.25
	a grey and red-carmine	£1	1.50
41	10c/3d ultramarine	.50	£3
42	20c/6d green and deep orange	.40	1.35
	a green and brownish orange (4/2)	.75	1.35
43	70c/1/- sepia and chalky blue (20/4/42)	£4	£3
	a crescent moon	£35	-
40/43	set (4 pairs)	4.35	£8
SP40/43	specimen handstamped (4 pairs)	£150	†

South African stamps were utilised because of the difficulty in obtaining supplies from London, due to the war.

40 this stamp measures 18 1/2 x 27 1/2mm.

40a measures 18 1/2 x 22 1/2mm.

43 A flaw on R20/4 resembles a crescent moon above the gnu.

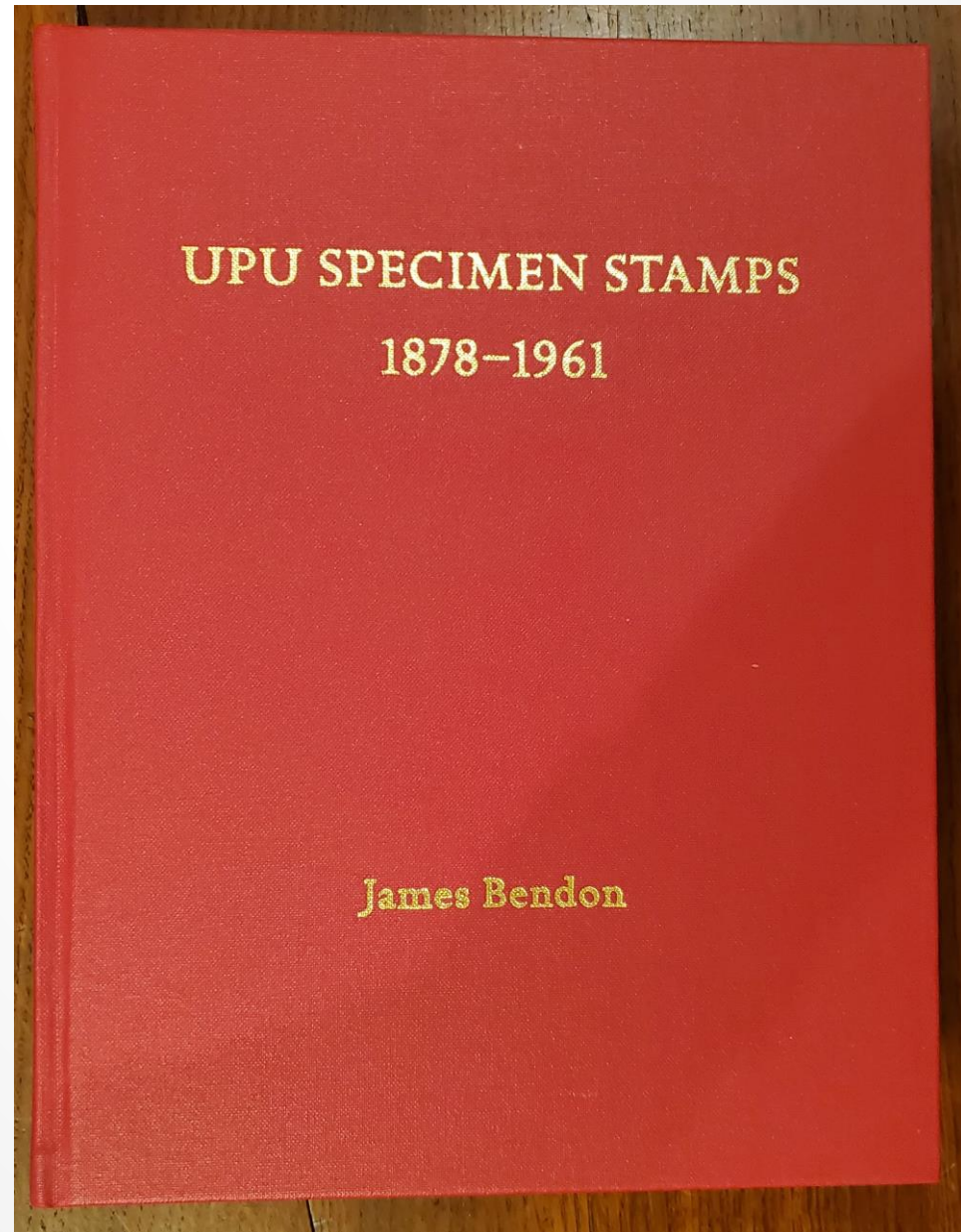
These stamps exist overprinted 5/- on 1/- in sans-serif capitals, 26 x 3mm reading downwards. This overprint was usually handstamped, and should not be confused with a much larger hand-stamp with similar characters applied to stamps used at the Port Elizabeth School outside Nairobi.

The Commonwealth King George VI Catalogue (Murray Payne. 18th Edn. 2000) Hardback. 284p. Useful details of KGV issues not in SG.

LOT 19

£20

UPU Specimen Stamps 1878-1961 (James Bendon. 2015) Hardback. 519p. Classic work covering all-world but with useful EA sections with coloured illustrations.



Kenya, Uganda & Tanganyika

The following postal territories are grouped together under this heading:

- British East Africa
- Imperial British East Africa Company Administration
- Crown Administration
- East Africa and Uganda Protectorates
- Kenya & Uganda
- Kenya, Uganda & Tanganyika

British East Africa

UPU member as Protectorate of British East Africa from 1 December 1895, the starting date of Crown Administration.

A report in the Nairobi *Daily Graphic* for 3 December 1890 reads:

Under the agreements made [with the British Postmaster-General and the Government of India] the Company enters the Postal Union under the auspices of the British and Indian Governments.

Imperial British East Africa Company Administration

The 1890 (May) 'HALF ANNA', '1 ANNA' and '2 ANNAS' overprinted on stamps of Great Britain were not sent to the International Bureau.

A letter dated 12 November 1890 was sent to the Editor of the Nairobi *Daily Graphic* requesting publicity for a new issue of Company stamps. Copies of perforated ½ anna, 1 anna, 2 annas, 8 annas blue and 1 rupee grey were attached, all bearing a 'SPECIMEN' handstamp identical to that used for the UPU-distributed copies of the later 5 annas and 7½ annas provisionals and definitives.

The first specimens of British East Africa stamps distributed were with the Circular dated 6 January 1891, comprising the 1890 (October) Bradbury Wilkinson ½ anna, 1 anna, 2 annas, 4 annas brown, 8 annas blue, 8 annas grey, 1 rupee carmine, 1 rupee grey, 2 rupees, 3 rupees, 4 rupees and 5 rupees values.

The 2½ annas was distributed with the Circular dated 23 December 1891.

The 3 annas and 4½ annas that had been issued in February 1891 and the 1891 manuscript provisionals stamps were not circulated.

None of the stamps issued with the above Circulars carried any specimen overprint.

The 1894 surcharged and definitive 5 annas and 7½ annas were distributed with a 'SPECIMEN' handstamp that was almost certainly applied by the London office of the British East Africa Company.



1894 (Nov) 'SPECIMEN' type BEA1 1894 (Dec)



1893 post card and envelope 'SPECIMEN' type BEA1

Type

1894 SPECIMEN 13.5x2.75 BEA1 RH/S

Type BEA1 was also used on postal stationery in 1893.

Checklist

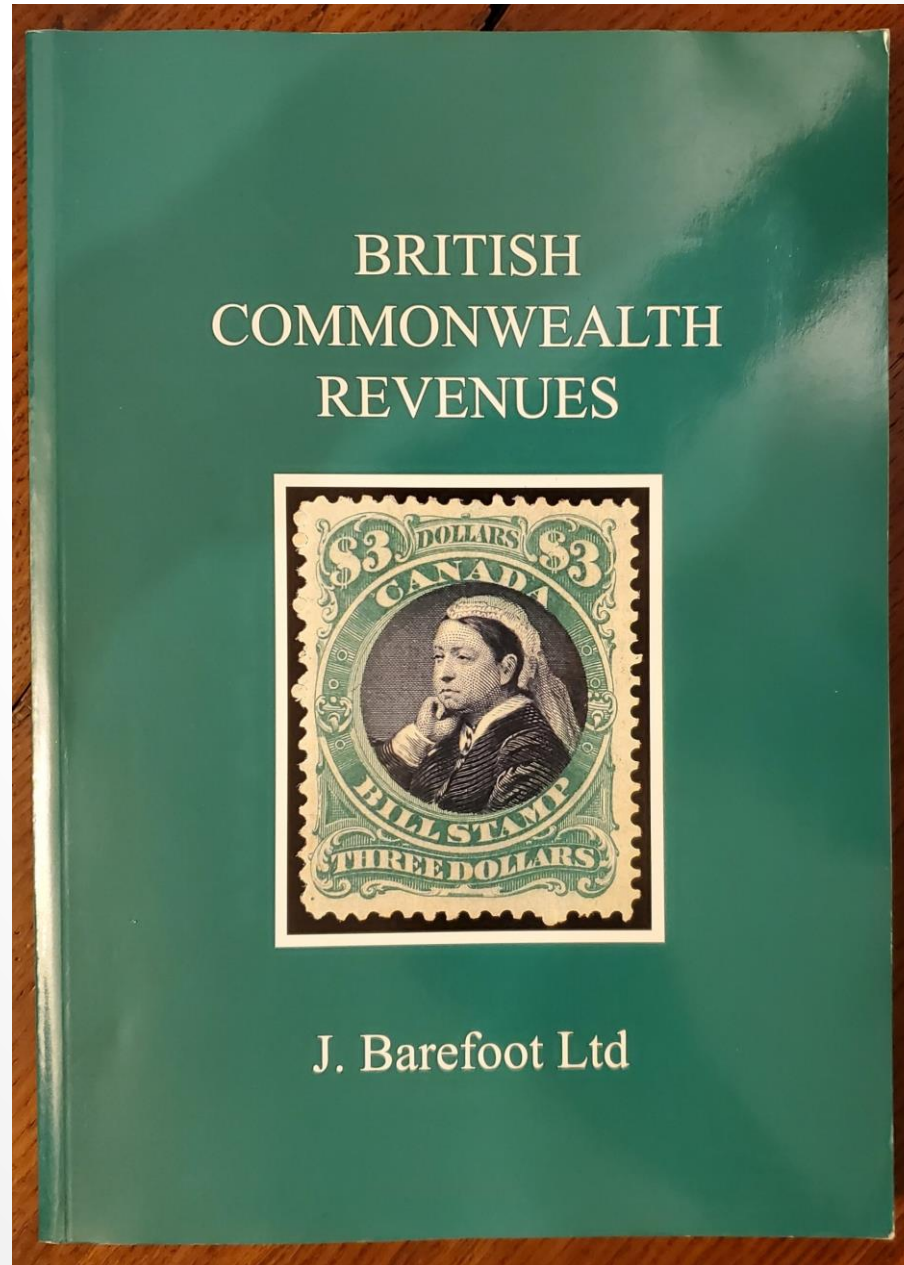
issue date	description	type	UPU Reference date	number
1890 (Oct)	½a, 1a, 2a, 4a brown, 8a blue, 8a grey, 1r carmine, 1r grey, 2r, 3r, 4r, 5r	mint	6 Jan 1891	58/1
1891 (Sep)	2½a	mint	23 Dec 1891	4679/234
1894 (Nov)	'5 ANNAS' on 8a, '7½ ANNAS' on 1r	BEA1	3 Dec 1894	6499/319
1894 (Dec)	5a, 7½a	BEA1	11 Jan 1895	230/15

UPU Specimen Stamps 1878-1961 (James Bendon. 2015) Hardback. 519p. Classic work covering all-world but with useful EA sections with coloured illustrations.

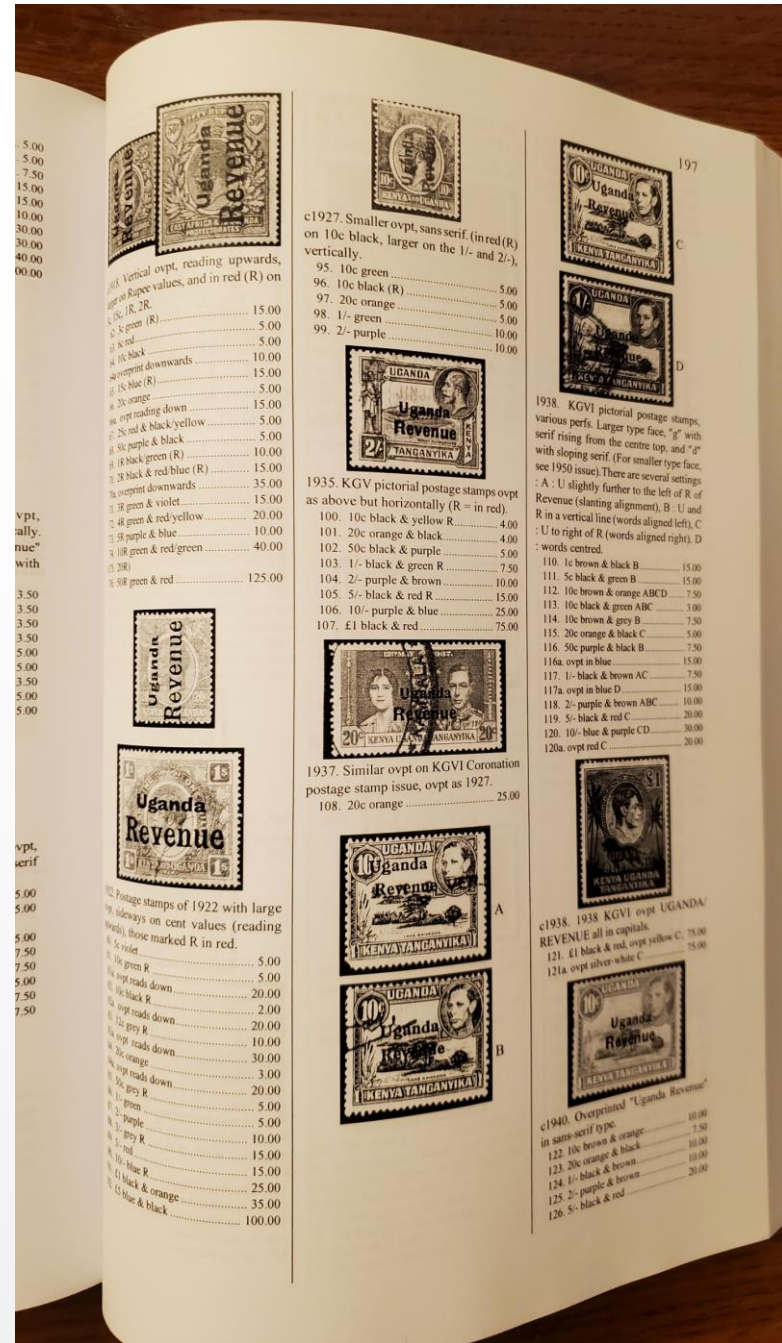
LOT 20

£6

British Commonwealth Revenues (J.Barefoot Ltd. 7th Edn. 2002) Softback. 308p. Classic work covering all-world but with useful EA sections.



British Commonwealth Revenues (J.Barefoot Ltd. 7th Edn. 2002) Softback. 308p. Classic work covering all-world but with useful EA sections.



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- 1927. Vertical ovpt, reading upwards, on 10c black, larger on the 1/- and 2/-, vertically.
- 95. 10c green 15.00
- 96. 10c black (R) 5.00
- 97. 20c orange 5.00
- 98. 1/- green 10.00
- 99. 2/- purple 10.00



- 1937. Similar ovpt on KGV1 Coronation postage stamp issue, ovpt as 1927.
- 108. 20c orange 25.00



- c1927. Smaller ovpt, sans serif. (in red (R) on 10c black, larger on the 1/- and 2/-), vertically.
- 95. 10c green 5.00
- 96. 10c black (R) 5.00
- 97. 20c orange 5.00
- 98. 1/- green 10.00
- 99. 2/- purple 10.00



- 1935. KGV pictorial postage stamps ovpt as above but horizontally (R = in red).
- 100. 10c black & yellow R 4.00
- 101. 20c orange & black 4.00
- 102. 50c black & purple 5.00
- 103. 1/- black & green R 7.50
- 104. 2/- purple & brown 10.00
- 105. 5/- black & red R 15.00
- 106. 10/- purple & blue 25.00
- 107. £1 black & red 75.00



- 1937. Similar ovpt on KGV1 Coronation postage stamp issue, ovpt as 1927.
- 108. 20c orange 25.00



- 1938. KGV1 pictorial postage stamps, various perfs. Larger type face, "g" with serif rising from the centre top, and "d" with sloping serif. (For smaller type face, see 1950 issue). There are several type faces: A: U slightly further to the left of R, of Revenue (slanting alignment), B: U and R in a vertical line (words aligned left), C: U to right of R (words aligned right), D: words centred.
- 110. 1c brown & black B 15.00
- 111. 5c black & green B 15.00
- 112. 10c black & orange ABCD 7.50
- 113. 10c black & green ABC 3.00
- 114. 10c brown & grey B 7.50
- 115. 20c orange & black C 5.00
- 116. 50c purple & black B 7.50
- 116a. ovpt in blue 15.00
- 117. 1/- black & brown AC 7.50
- 117a. ovpt in blue D 15.00
- 118. 2/- purple & brown ABC 10.00
- 119. 5/- black & red C 20.00
- 120. 10/- blue & purple CD 30.00
- 120a. ovpt red C 20.00



- c1938. 1938 KGV1 ovpt UGANDA REVENUE all in capitals.
- 121. £1 black & red, ovpt yellow C 75.00
- 121a. ovpt silver-white C 75.00

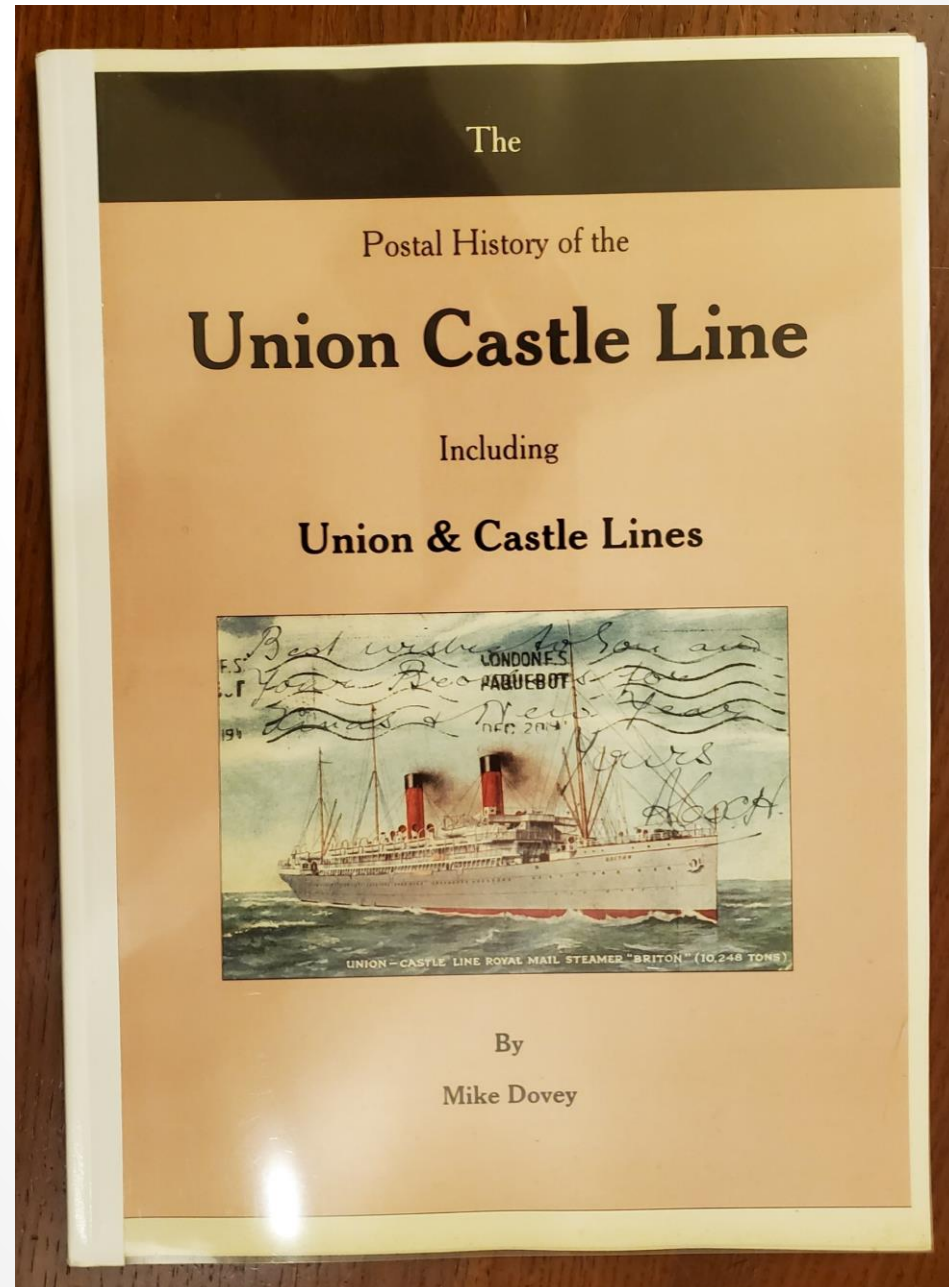


- c1940. Overprinted "Uganda Revenue" in sans-serif type.
- 122. 10c brown & orange 10.00
- 123. 20c orange & black 10.00
- 124. 1/- black & brown 10.00
- 125. 2/- purple & brown 20.00
- 126. 5/- black & red 20.00

LOT 21

£5

Postal History of the Union Castle Line (Mike Dovey. Publ. TPO & Seapost Society) Softback. 76p. Background history. Many ships and covers/cancellations illustrated, plus 'paquebot' cancels including EA.



Miscellaneous Cancellations



U.K.-S.A.
SEA POST



U.K.-S.A.
SEA POST

These two tax marks were used in conjunction with the Ocean Post Office cancellations for mail which had been underpaid.

U K-S A SEA P.O. 8

When the Union of South Africa - Ocean Post office marks were issued there is no record of a number 8 being issued, however this mark is known and could be the allocated missing number 8 in the sequence. Dates for usage are at present unknown.

Forwarded intact
from U.K. & S.A. Sea Post
to.....

Figure 1

BAG OPENED AND CONTENTS
DISPOSED OF IN U.K. & S.A. SEA POST

Figure 2

The two rubber handstamps illustrated above were issued to Southampton, Figure 1 on 3rd April 1914, and Figure 2 on 16th March 1914. While both impressions occur in the G.P.O. proof books, shown in violet, any dates for usage are unknown at present.



This handstamp was used on one voyage only when the MV ARMADALE CASTLE sailed from Capetown on 23rd January 1904. The regular handstamp had been left behind for repair and the ship's engineers made the die from a piece of brass tubing as a temporary substitute until the original was placed back on board the ship.

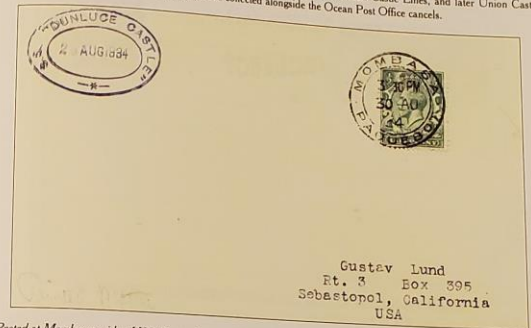


This oval cachet was used at the Capetown office of the Union Castle Steamship Company prior to 1914.

Paquebot Cancellations

From 1893 the main mail carrying vessels all used the Ocean Post Office cancels provided as shown already. In 1894 there was introduced a system for all ships at sea to post mail and this was called Paquebot mail. Any mail posted on the high seas could be deposited in the ship's mailbox and landed at the next port of call where a special cancellation was used to show that the mail had been posted in such a way.

The following are mostly posted from the intermediate vessels of both Union and Castle Lines, and later Union Castle Line and show the diversity of cancels that can be collected alongside the Ocean Post Office cancels.



Posted at Mombassa with a H2822 paquebot mark from the MV DUNLUCE CASTLE (Union Castle No 80) this cover is one of the very earliest of the "philatelic" inspired covers. It is addressed to one of the first, and very well known, collectors of paquebot covers based in the USA.

With the advent of the picture postcard many shipping lines used them to their advantage by selling them on each vessel of the line as a method of advertising their services as well as a new novel means of communication. Therefore there are many varieties, as shown in this book, of both ship and port to be collected, although many of these cards are not easy to find. Most of the paquebot ports shown on the postcards tend to be either Capetown or Southampton and this applies even to the intermediate vessels which carried on past Capetown and onwards to Durban etc. Any paquebot covers for ports other than Capetown are rare and will be at a premium and until the coming of the "philatelic" cover most of the ports available are shown in the picture postcards.

With the advent of collectors who wanted paquebot postmarks from, in some cases, all of the ships of the line, it was possible to collect all of the known ports that Union Castle called at in their heyday. The picture postcards trace the main ports in England (Plymouth, Liverpool, London & Southampton) and Capetown while some 50 years later the covers, or envelopes, follow the voyages after leaving England and show the route down the Atlantic to Capetown and then round the Cape of Good Hope and up into East Africa.

It is thought in some circles that philatelic covers are of no value and the only good cover is a commercial or private letter and, whether right or wrong, these people are entitled to their opinion. However, without the fortitude and sheer hard work of many collectors the vast majority of the paquebot marks shown would never exist and if they did they would be in extremely small numbers and would make collecting such covers very difficult indeed. There is a place in this collecting area for all paquebot covers as long as they are good and bonafide. 99% of all letters and covers posted in a ship's mailbox had the ship's name added to the envelope, beware any covers that do not have that name but a paquebot cancel only.

For ease of recognition I have used the 4th Edition of Paquebot Cancellations of the World, published in 2010 by the TPO & Seapost Society. I have used a prefix of H with a number to denote its designation.

76p. Background history. Many ships and covers/cancellations illustrated, plus 'paquebot' cancels including EA.

Union Castle Ocean Post Offices

The big difference between the 1893 contract and previous mail contracts was the use of Ocean Post Office cancellations on board the "Mail" steamers. These cancels were to be used on all letters etc posted on board the ships when they were not in any territorial waters and having been posted in the ship's mailbox the mail would then be cancelled with the datestamp and the index letter showing which ship. The mail was then bagged and deposited at the next port of call for forwarding to all destinations.

In 1893 the Union Line sailed from Capetown to Southampton and back while the Castle Line sailed from Capetown to London and back - both lines depositing mail to tenders at Plymouth before final destination. The index letters were allocated on the basis that Union Line got A, Castle line got B, Union got C, Castle got D and so on It can be noted from the list below that using this sequence the allocated numbers do show a pattern certainly up to the amalgamation of the two lines in 1900.

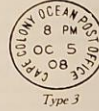
The most important port of call was Madeira where cancelled mail was dropped off so that a northbound vessel could leave bags of mail to be collected by a southbound vessel for transit back to South Africa and vice versa where southbound vessels would drop mail off for collection and delivery back to Great Britain.



Type 1



Type 2



Type 3

The vessel using Type 1 and Type 2 cancellations is indicated by the letter of the alphabet below Cape Colony.

Type 1	
A	Scot (1893 - 1903)
B	Dunottar Castle (1893 - 1904)
	Armadale Castle (1903 - 1913)
C	Mexican (1893 - 1900)
D	Hawarden Castle (1893 - 1899)
	Carisbrooke Castle (1898 - 1910)
	Balmoral Castle (1910 - 1911)
E	Tartar (1893 - 1897)
	Spartan (1894 - 1899)
	Sannon (1900 - 1911)
F	Norham Castle (1894 - 1901)
G	Athenian (1893 - 1897)
	Briion (1897 - 1911)
H	Roslin Castle (1893 - 1899)
	Dunvegan Castle (1896 - 1907)
	Edinburgh Castle (1910 - 1911)
J	Moor (1894 - 1900)
	Armadale Castle (1903 - 1913)
K	Roslin Castle (1894 - 1897)
	Carisbrooke Castle (1898)
	Kinfauns Castle (1899 - 1911)
L	Spartan (1893 - 1894)
	Norman (1895 - 1911)
M	Norham Castle (1895 - 1899)
	Dunottar Castle (1900 - 1901)
	Scot (1902)
N	Tantallon Castle (1894 - 1901)

Type 2	
No Letter	Kildonan Castle (1904 - 1907)
C	Kildonan Castle (1907 - 1913)
	Walmer Castle (1902 - 1914)

Type 3	
No letter	Kenilworth Castle (1904 - 1911)

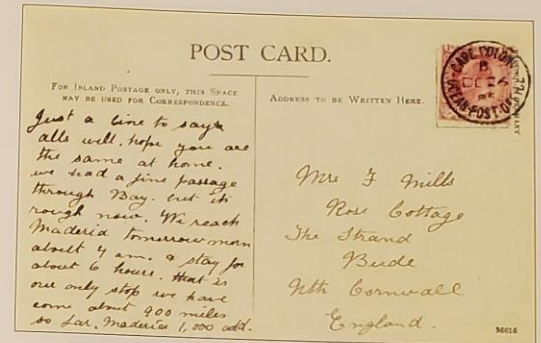


Type 1

Armadale Castle

A Castle Line vessel

Index B



Posted at Madeira dated 26th December 1905 on a voyage going south, carried on the RMS ARMADALE CASTLE (Union Castle No 75).

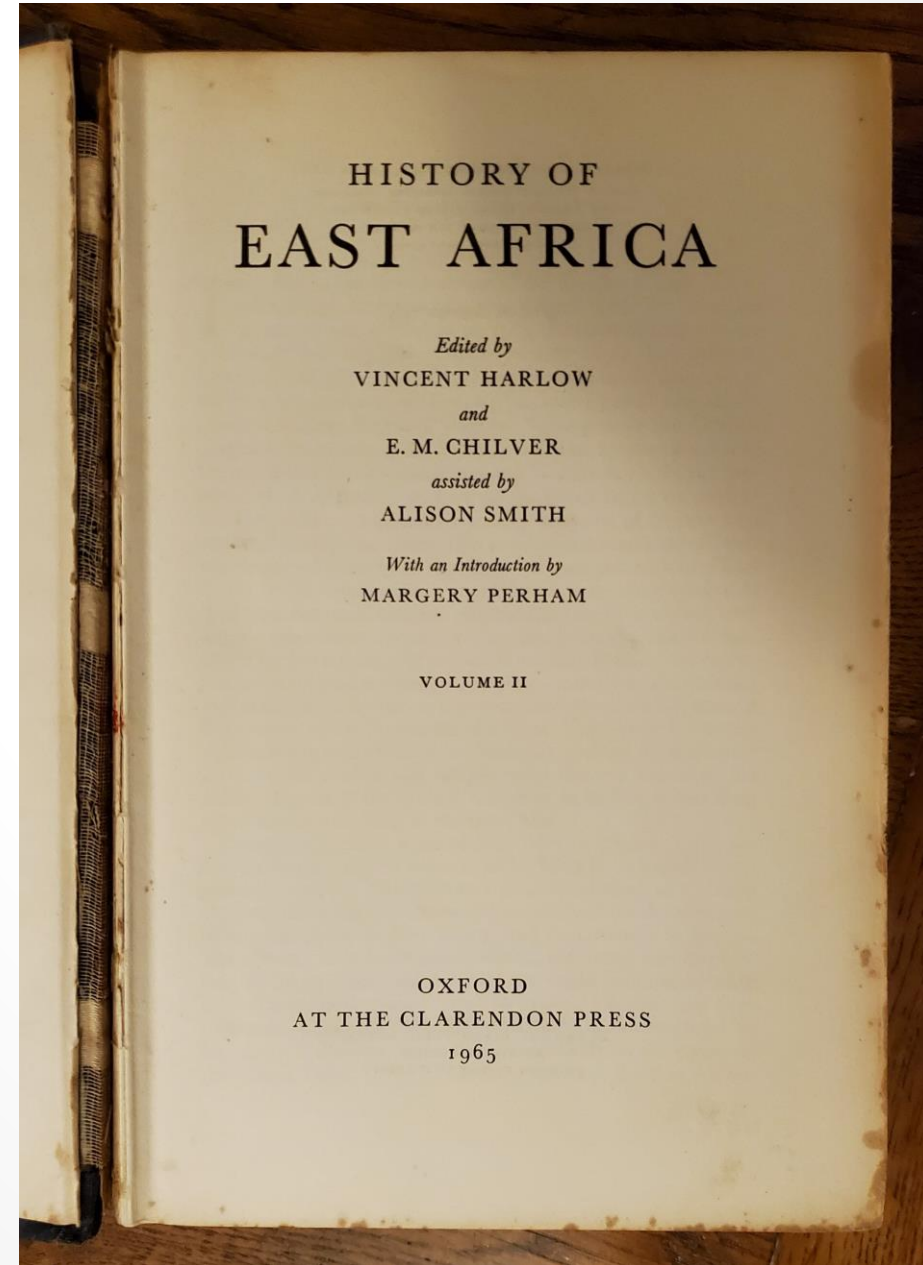


76p. Background history. Many ships and covers/cancellations illustrated, plus 'paquebot' cancels including EA.

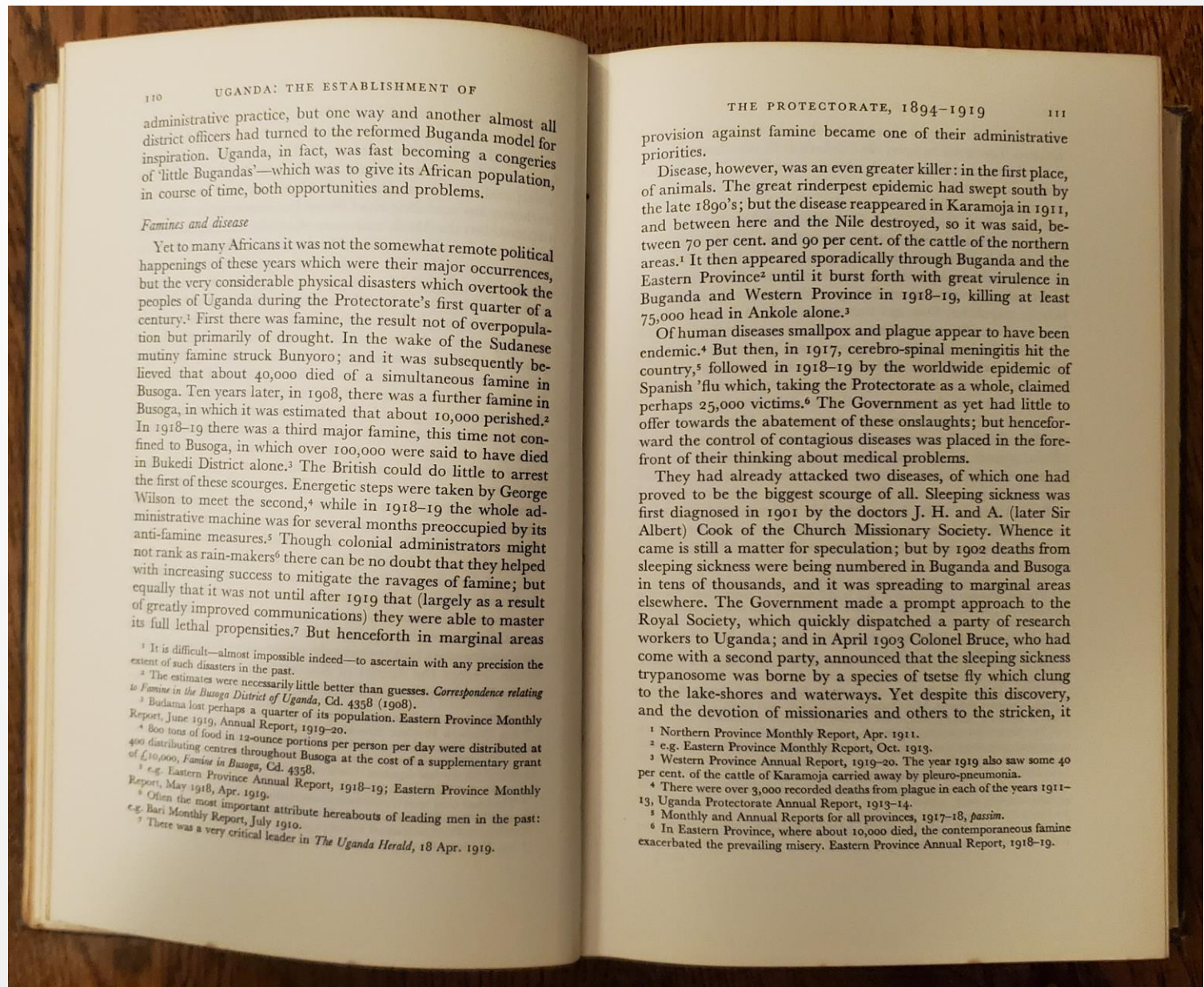
LOT 22

£2

History of East Africa Volume II. (Multiple Authors 1965) Hardback. 766p of tight text. 13 essays on topics such as BEA 1895-1012, Uganda 1894-1919, GEA 1884-1918, plus others on economy, settlers, etc. Front cover coming adrift (see photo). This is Vol.2 of what was to be a 3-volume set.



History of East Africa Volume II. (Multiple Authors 1965) Hardback. 766p of tight text. 13 essays on topics such as BEA 1895-1012, Uganda 1894-1919, GEA 1884-1918, plus others on economy, settlers, etc. Front cover coming adrift (see photo). This is Vol.2 of what was to be a 3-volume set.



administrative practice, but one way and another almost all district officers had turned to the reformed Buganda model for inspiration. Uganda, in fact, was fast becoming a congeries of 'little Bugandas'—which was to give its African population, in course of time, both opportunities and problems.

Famines and disease

Yet to many Africans it was not the somewhat remote political happenings of these years which were their major occurrences, but the very considerable physical disasters which overtook the peoples of Uganda during the Protectorate's first quarter of a century.¹ First there was famine, the result not of overpopulation but primarily of drought. In the wake of the Sudanese mutiny famine struck Bunyoro; and it was subsequently believed that about 40,000 died of a simultaneous famine in Busoga. Ten years later, in 1908, there was a further famine in Busoga, in which it was estimated that about 10,000 perished.² In 1918-19 there was a third major famine, this time not confined to Busoga, in which over 100,000 were said to have died in Bukedi District alone.³ The British could do little to arrest the first of these scourges. Energetic steps were taken by George Wilson to meet the second,⁴ while in 1918-19 the whole administrative machine was for several months preoccupied by its anti-famine measures.⁵ Though colonial administrators might not rank as rain-makers⁶ there can be no doubt that they helped with increasing success to mitigate the ravages of famine; but equally that it was not until after 1919 that (largely as a result of greatly improved communications) they were able to master its full lethal propensities.⁷ But henceforth in marginal areas

¹ It is difficult—almost impossible indeed—to ascertain with any precision the extent of such disasters in the past.

² The estimates were necessarily little better than guesses. *Correspondence relating to Famine in the Busoga District of Uganda*, Cd. 4358 (1908).

³ Budama lost perhaps a quarter of its population. Eastern Province Monthly Report, June 1919, Annual Report, 1919-20.

⁴ 800 tons of food in 12-ounce portions per person per day were distributed at 400 distributing centres throughout Busoga at the cost of a supplementary grant of £10,000, *Famine in Busoga*, Cd. 4358.

⁵ e.g. Eastern Province Annual Report, 1918-19; Eastern Province Monthly Report, May 1918, Apr. 1919.

⁶ Often the most important attribute hereabouts of leading men in the past: e.g. Bari Monthly Report, July 1910.

⁷ There was a very critical leader in *The Uganda Herald*, 18 Apr. 1919.

provision against famine became one of their administrative priorities.

Disease, however, was an even greater killer: in the first place, of animals. The great rinderpest epidemic had swept south by the late 1890's; but the disease reappeared in Karamoja in 1911, and between here and the Nile destroyed, so it was said, between 70 per cent. and 90 per cent. of the cattle of the northern areas.¹ It then appeared sporadically through Buganda and the Eastern Province² until it burst forth with great virulence in Buganda and Western Province in 1918-19, killing at least 75,000 head in Ankole alone.³

Of human diseases smallpox and plague appear to have been endemic.⁴ But then, in 1917, cerebro-spinal meningitis hit the country,⁵ followed in 1918-19 by the worldwide epidemic of Spanish 'flu which, taking the Protectorate as a whole, claimed perhaps 25,000 victims.⁶ The Government as yet had little to offer towards the abatement of these onslaughts; but henceforward the control of contagious diseases was placed in the forefront of their thinking about medical problems.

They had already attacked two diseases, of which one had proved to be the biggest scourge of all. Sleeping sickness was first diagnosed in 1901 by the doctors J. H. and A. (later Sir Albert) Cook of the Church Missionary Society. Whence it came is still a matter for speculation; but by 1902 deaths from sleeping sickness were being numbered in Buganda and Busoga in tens of thousands, and it was spreading to marginal areas elsewhere. The Government made a prompt approach to the Royal Society, which quickly dispatched a party of research workers to Uganda; and in April 1903 Colonel Bruce, who had come with a second party, announced that the sleeping sickness trypanosome was borne by a species of tsetse fly which clung to the lake-shores and waterways. Yet despite this discovery, and the devotion of missionaries and others to the stricken, it

¹ Northern Province Monthly Report, Apr. 1911.

² e.g. Eastern Province Monthly Report, Oct. 1913.

³ Western Province Annual Report, 1919-20. The year 1919 also saw some 40 per cent. of the cattle of Karamoja carried away by pleuro-pneumonia.

⁴ There were over 3,000 recorded deaths from plague in each of the years 1911-13, Uganda Protectorate Annual Report, 1913-14.

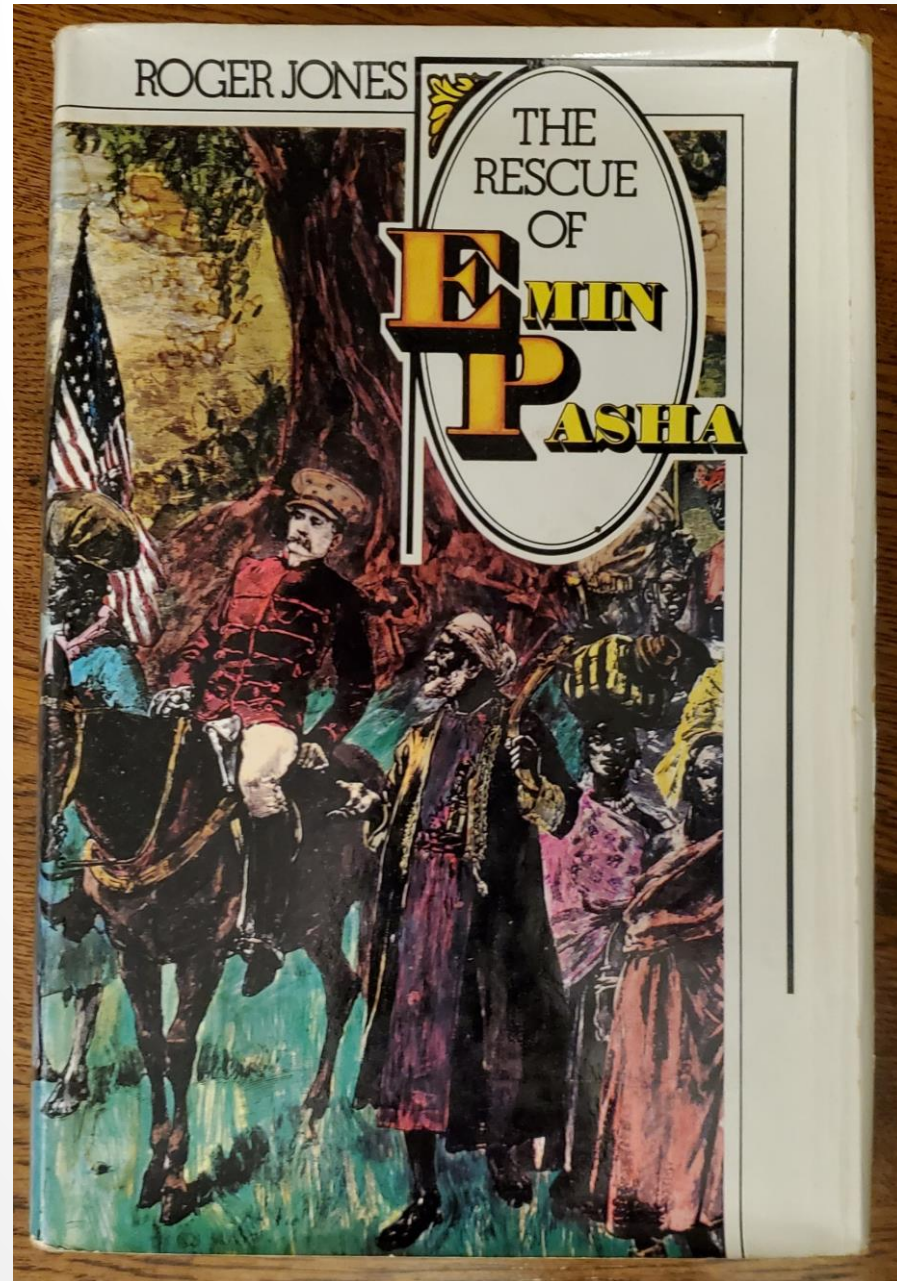
⁵ Monthly and Annual Reports for all provinces, 1917-18, *passim*.

⁶ In Eastern Province, where about 10,000 died, the contemporaneous famine exacerbated the prevailing misery. Eastern Province Annual Report, 1918-19.

LOT 23

£4

The Rescue of Emin Pasha (Roger Jones. 1972)
Hardback + d/w. 465p. Some photos. The
account of Stanley's relief expedition 1887-89 to
locate Emin (who didn't really want rescuing and
when taken to Bagamoyo immediately returned
to the interior!)



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12 (i) CASATI, VITA HASSAN, JUNKER. Photograph taken at Cairo in 1890. Emin's picture is on the table



12 (ii) STANLEY and his officers, 1890. Standing, left to right: Captain Robert H. Nelson, Lt. William G. Stairs. Sitting, left to right: Surgeon Parke, Henry M. Stanley, A. J. M. Jephson

FLIGHT

Jameson paid a thousand pounds to accompany us. Well, you see, he disobeyed orders and we left him to ponder on the things he had done. Ward, you know, was very eager to accompany us, but he disobeyed orders and was left at Bangala, a victim to his craving for novel adventures. Bartelot, poor fellow, was mad for Kudos, but he has lost his life and all—a victim to perverseness. Now don't you be perverse, but obey, and set my order to you as a frontlet between the eyes, and all, with God's gracious help, will end well.

Stanley's letter to Emin was businesslike to the point of brusqueness. It amounted to an ultimatum.

SIR,

I have the honour to inform you that the second instalment of relief which this Expedition was ordered to convey to you is now in this camp, ready for delivery to any person charged to receive it by you. If you prefer that we should deposit it at Kavalli or Kyya Nkondo's, on the Lake, we shall be ready to do so on receipt of your instructions.

This second instalment of relief consists of sixty-three cases Remington cartridges, twenty-six cases of gunpowder, each 45 lbs. weight; four cases of percussion caps, four bales of goods, one bale of goods for Signor Casati—a gift from myself; two pieces of blue serge, writing paper, envelopes, blank books, &c.⁶

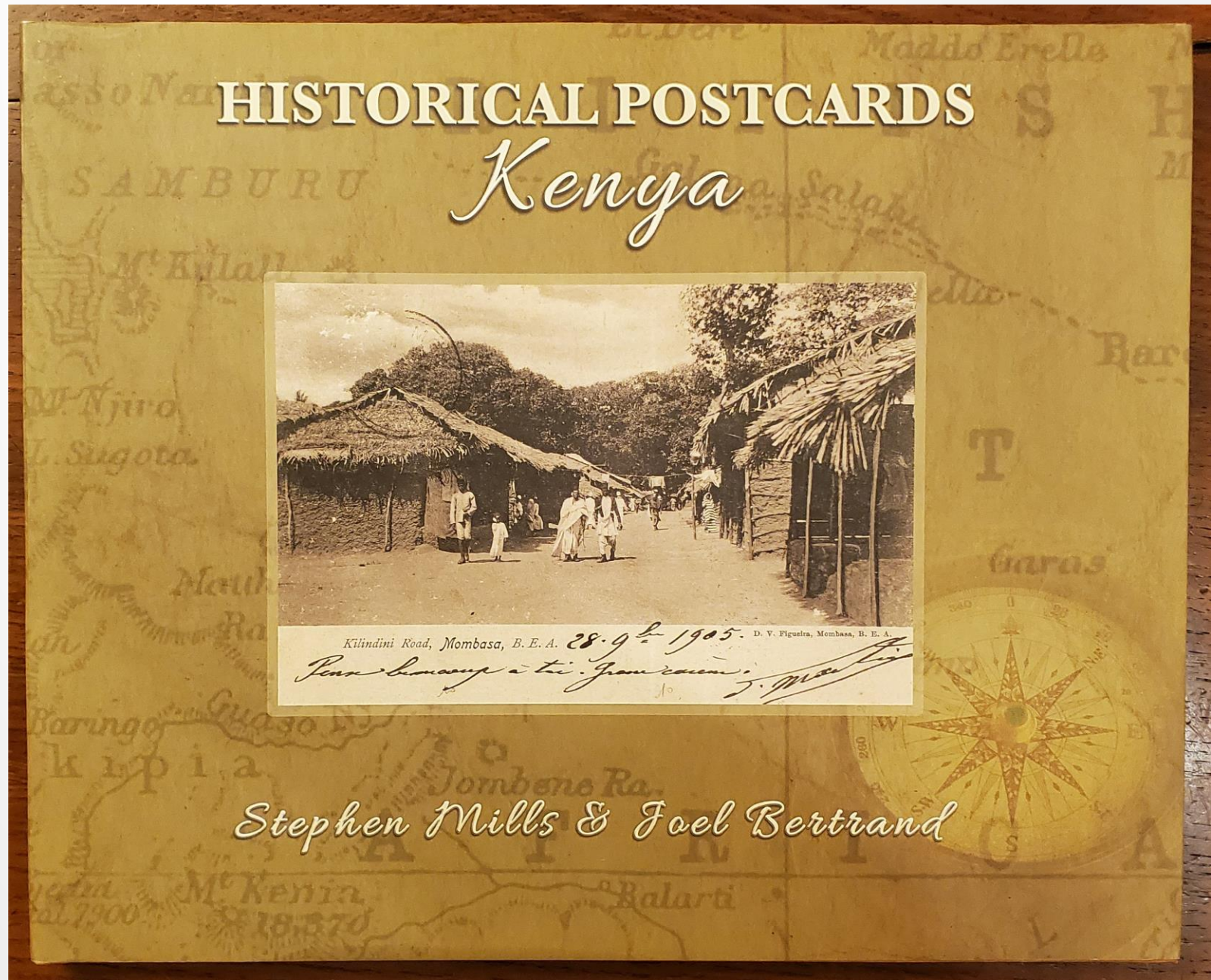
Having after great difficulty—greater than was anticipated—brought relief to you, I am constrained to officially demand from you receipts for the above goods and relief brought to you, and also a definite answer to the question if you propose to accept our escort and assistance to reach Zanzibar, or if Signor Casati proposes to do so, or whether there are any officers or men disposed to accept our safe conduct to the sea. In the latter event, I would be obliged to you if you would kindly state how those persons desirous of leaving Africa can be communicated with. I would respectfully suggest that all persons desirous of leaving with me should proceed to and form camp either at Nsabe or at Kyya Nkondo's on the Lake, with sufficient stores of grain, &c., to support them one month, and that a note should be sent to me informing me of the same via Kavalli, whence I soon may receive it. The person in charge of the people at this camp will inform me definitely whether the people are ready to accept our safe conduct,

X

LOT 24

£8

Historical Postcards of Kenya. (Mills & Bertrand. Nairobi. 2015) Hardback. 128p. Reproductions of many historic postcards, not all listed in Clive Evans' classic book.



Historical Postcards - Kenya

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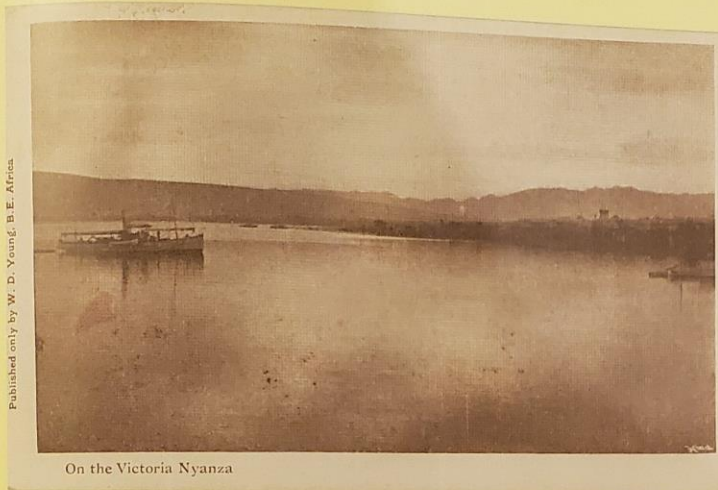
Journeys were lively for each time the train stopped local people would rush up with edible foods or trinkets to sell to the passengers and both sides enjoyed reciprocal curiosity. In the overcrowded 3rd class carriages, parcels, people and animals were chaotically piled.

Since the Thirties however, 1st Class modern carriages with a corridor allowed walking between each another. In the 1st Class mahogany dining room, the tables were laid up with monogrammed china and silver cutlery on starched white tablecloths. The menu never varied, offering chicken curry or beef stew, with rice and boiled vegetables.

The waiters were immaculately clad and seldom spilled ingredients while serving, though the risk was high.



Historical Postcards of Kenya. (Mills & Bertrand. Nairobi. 2015) Hardback. 128p. Reproductions of many historic postcards, not all listed in Clive Evans' classic book.



Published only by W. D. Young, B.E. Africa.



Colonisation brought steam boats, vital for linking the railway terminus at Port Florence - Kisumu to Port Bell - the last port of call near Kampala, the capital of the Uganda Protectorate.

The vessels were imported piecemeal from the shipyards of Great Britain, and transported by road and rail from Mombasa - but SS Mackinnon was borne up-country on the backs of porters, then reassembled and launched until completion of the rail line itself.

The regular steamboat/railway service enabled Uganda to export its minerals and crops.

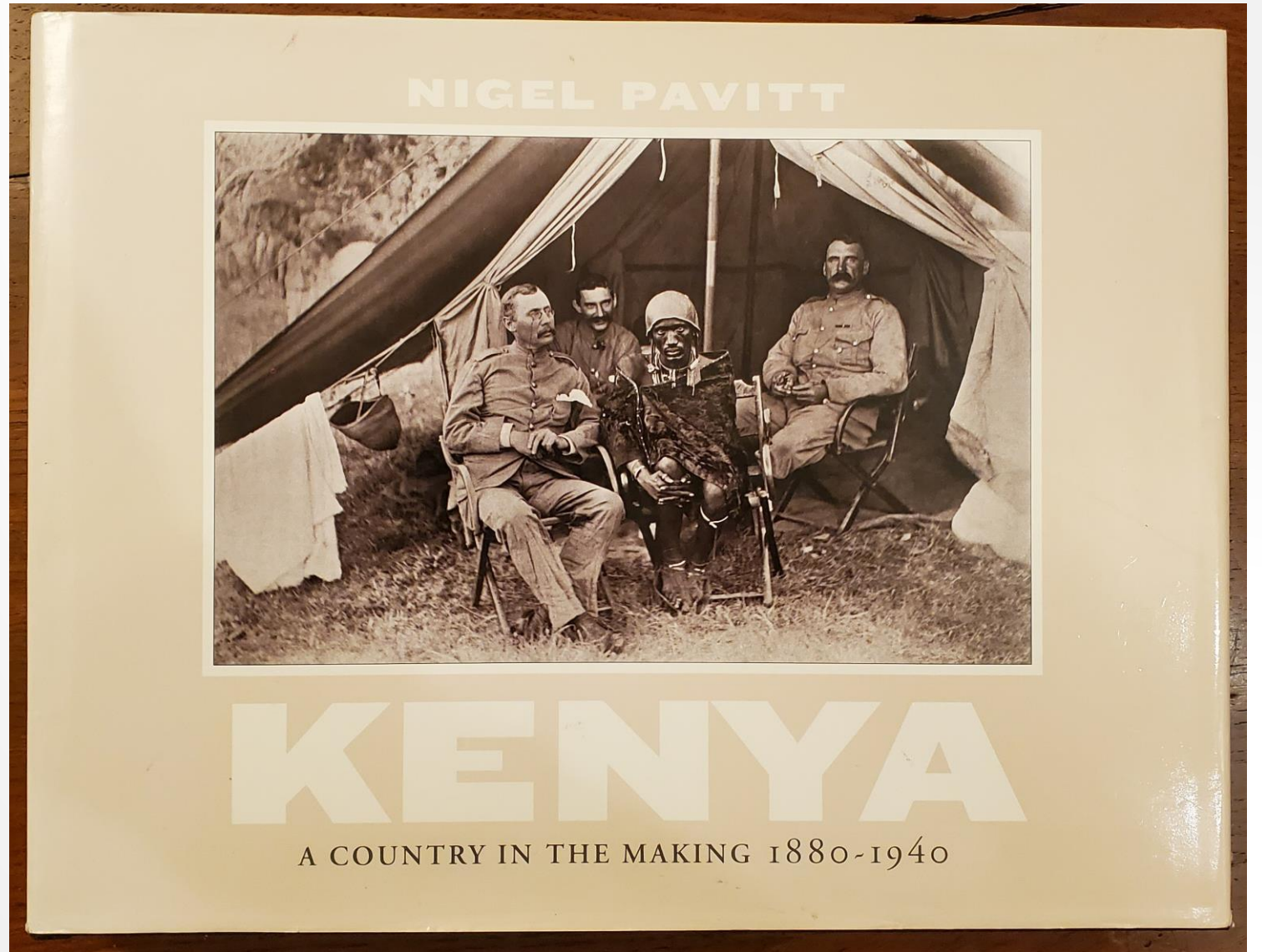


Historical Postcards of Kenya. (Mills & Bertrand. Nairobi. 2015) Hardback. 128p. Reproductions of many historic postcards, not all listed in Clive Evans' classic book.

LOT 25

£15

Kenya: A Country in the Making (Nigel Pavitt. 2008) Hardback. 303p. Marvellous accumulation of historic photographs. Has to be seen to be believed! Sadly the front hard cover of this large book has come adrift from the contents (see photo) but could be repaired.





ISBN 978-0-393-06777-4

USA \$50.00
Can. \$55.00

**EXTRAORDINARY PHOTOGRAPHS,
ALONG WITH EXTENSIVE CAPTIONS,
DOCUMENT THE TRANSITION
FROM A BARELY EXPLORED PARADISE
TO A MODERN NATION.**

This stunning collection of 720 photographs, many of them drawn from family archives and scrapbooks and all carefully restored, is one of the most important visual records of Africa in the late nineteenth and early twentieth centuries ever to have been published.

The early photographers captured the beauty and dangerous allure of life on this spectacular frontier: the ceremonies and traditional attire of the indigenous people, the fantastic machinery used in the construction of the Uganda Railway, the gradual development of trade on the coast and in the country's interior, the hardships of the East African Campaign during World War I, and the pioneering spirit of early European settlers and farmers. Many of the most famous names and places connected with Africa appear in these pages, including Karen Blixen's farm and Ernest Hemingway and Theodore Roosevelt on safari. This is a book to delight anyone who has ever traveled to East Africa or been intrigued by its history.

Kenya: A Country in the Making (Nigel Pavitt. 2008) Hardback. 303p. Marvellous accumulation of historic photographs. Has to be seen to be believed! Sadly the front hard cover of this large book has come adrift from the contents (see photo) but could be repaired.

ISBN 978-0-391

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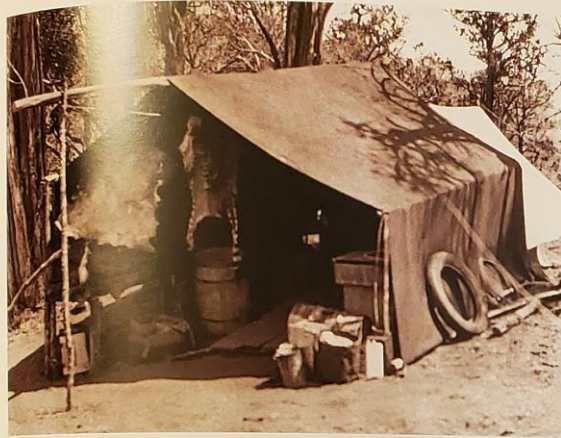
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Above: The first home of Douglas Hinde on the Loldaiga Hills in 1929. He developed this rough waterless country into a fine ranch, cross-breeding Red Poll and Boran cattle for quality beef.
Below: Eddie D'Olier and his Chrysler Six at Endeless in 1928. He turned his 700-acre Kapsara Estate into the first coffee farm in the district with its own parchment mill.



Above: Dorothy Ullman (later Dorothy Hughes, the first lady architect in East Africa) on her mono-wheel rickshaw used for travelling on footpaths where no roads existed. Eldoret circa 1920.
Below: Hubert 'Pop' Binks and his son Paul on their farm at Kikuyu. 'Pop' was Nairobi's leading photographer and an experienced astronomer. His son died tragically at the age of twenty.



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ISBN 978-0

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Salaita Hill (*left*) was a natural defensive position eight miles east of Taveta. Its capture by the Allies was a key to their advance into the Kilimanjaro region through the Taveta Gap – the plain between Mount Kilimanjaro and the North Pare Mountains. Von Lettow-Vorbeck was fully aware of its importance. His troops held it in some strength, improving its defences at night with a network of deep trenches and earthworks. After days of aerial and ground reconnaissance (*middle left*, a Caudron of the Royal Navy Air Service at Maktau and *bottom left*, a Henri Farman of the Royal Flying Corps at Mbuyuni), a South African-led offensive on 12th February 1916 came as no surprise to the German commander. An artillery bombardment preceding the assault was largely undetected as the main German entrenchments had remained undetected at the base of the hill. Consequently, troops advanced under heavy fire. With casualties mounting, the attack faltered, then became a rout when *askari* reinforcements of the *Schutztruppe* counter-attacked (*opposite page*). A frontal assault on the orders of Allied commanders was inexcusable. They could have outflanked the hill and cut off its water supply. Von Lettow-Vorbeck knew the dangers. In less than a month, he withdrew when a South African mounted brigade did just that to reach the Lumi River (*below*). A thousand *Schutztruppe* under Major Kraut vanished into the night on 9th March ready to fight another day.



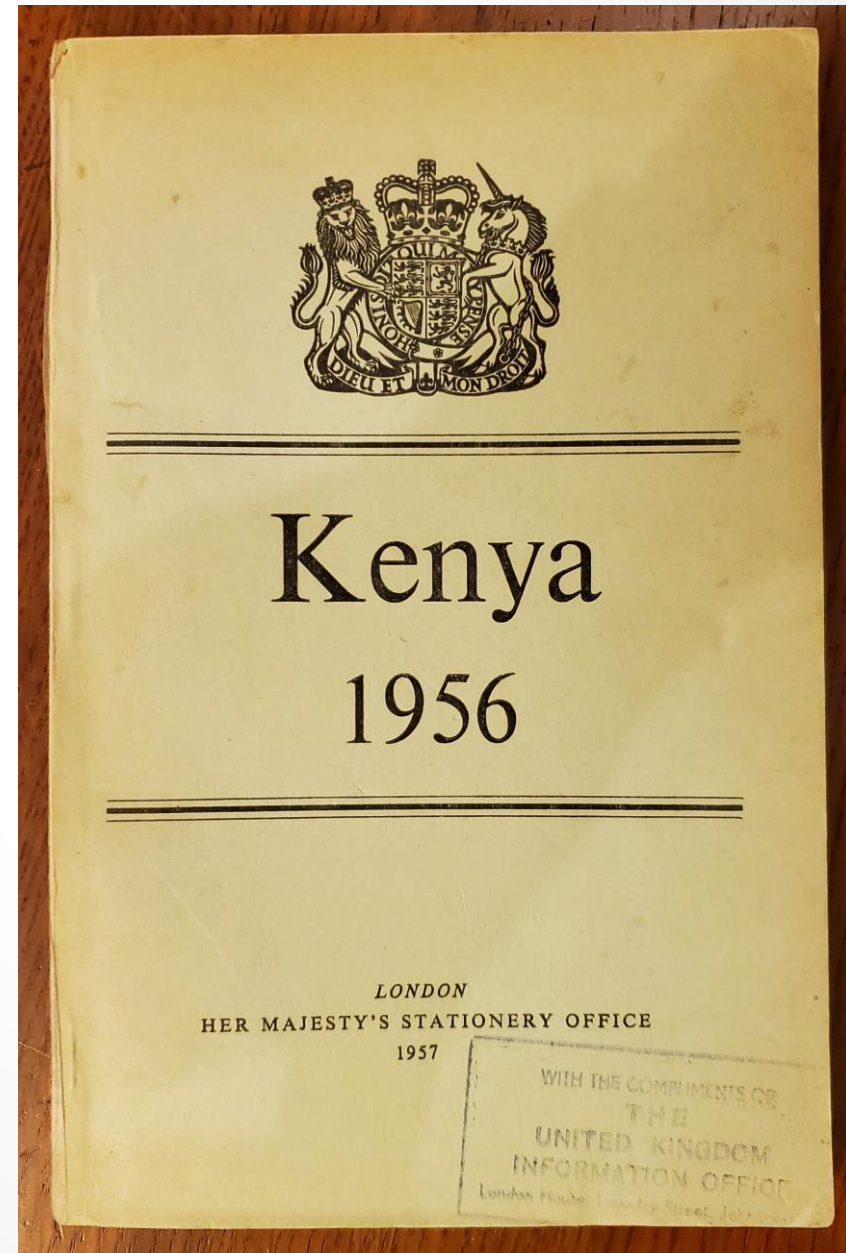
166



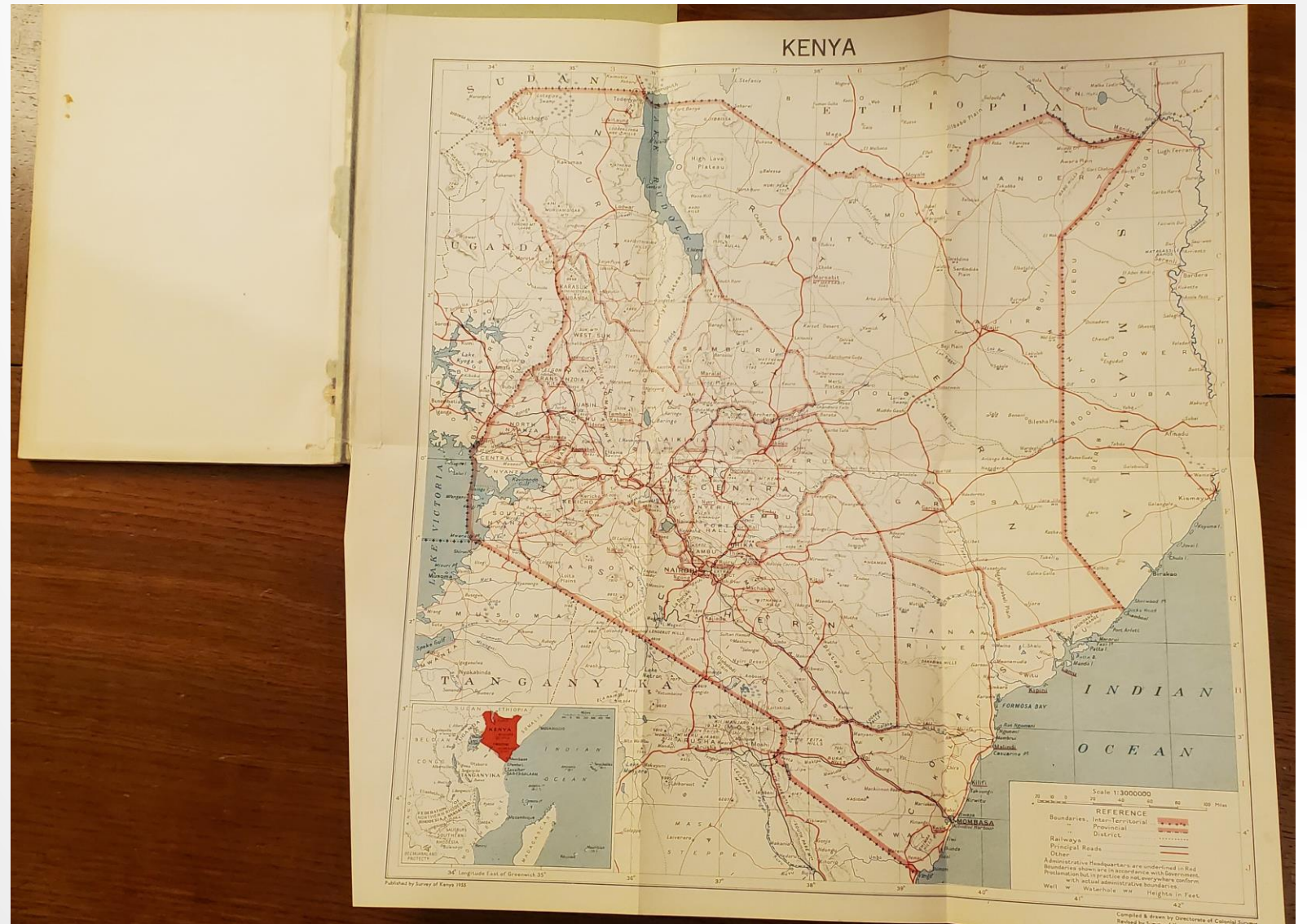
LOT 26

£3

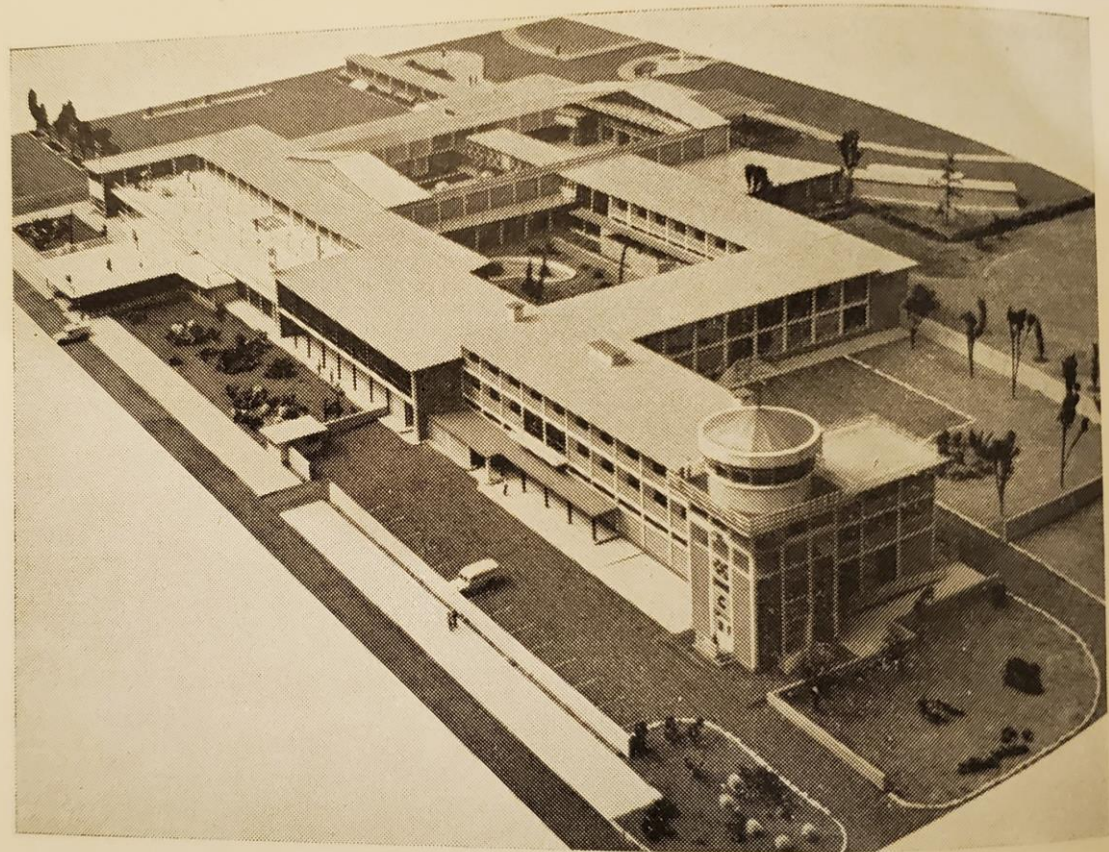
Kenya 1956 (HMSO 1957) Paperback. 161p
+ Photos + Map. Colonial Report covering
many aspects of Kenyan administration
and organisation.



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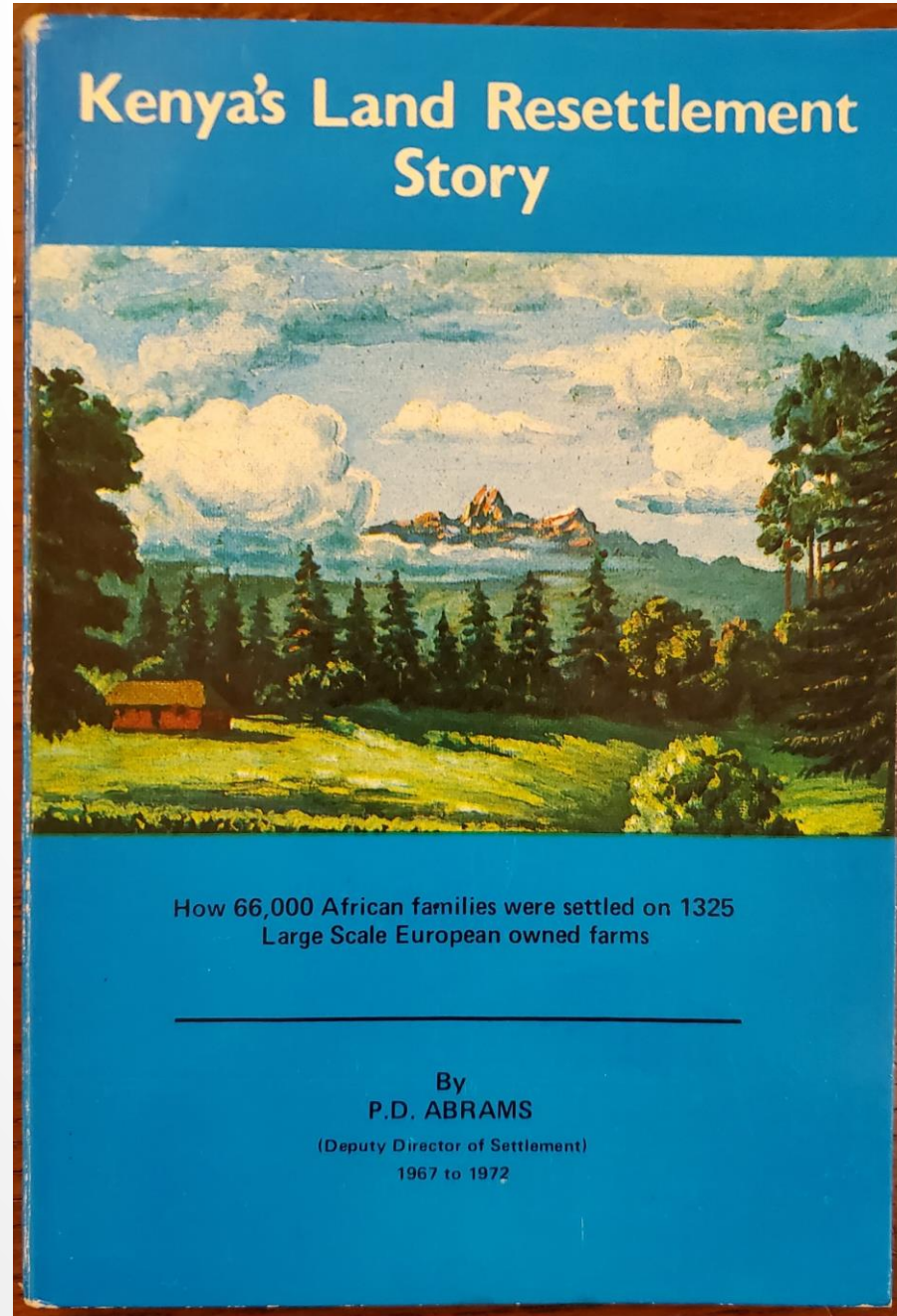


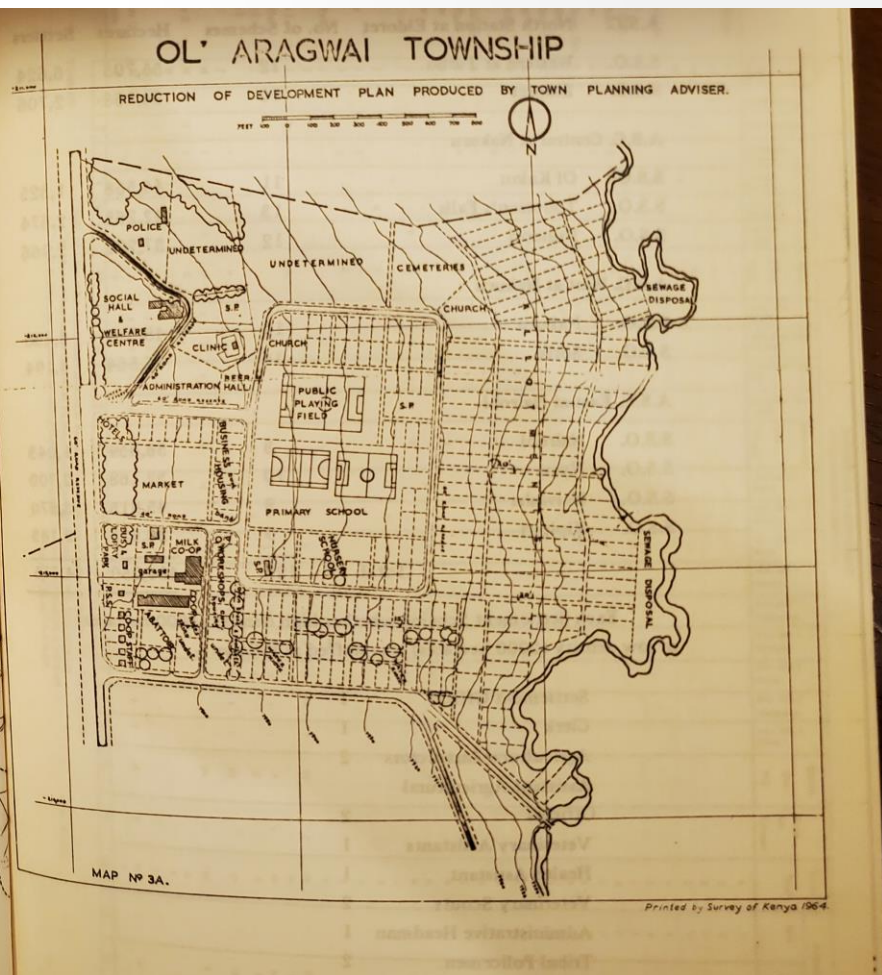
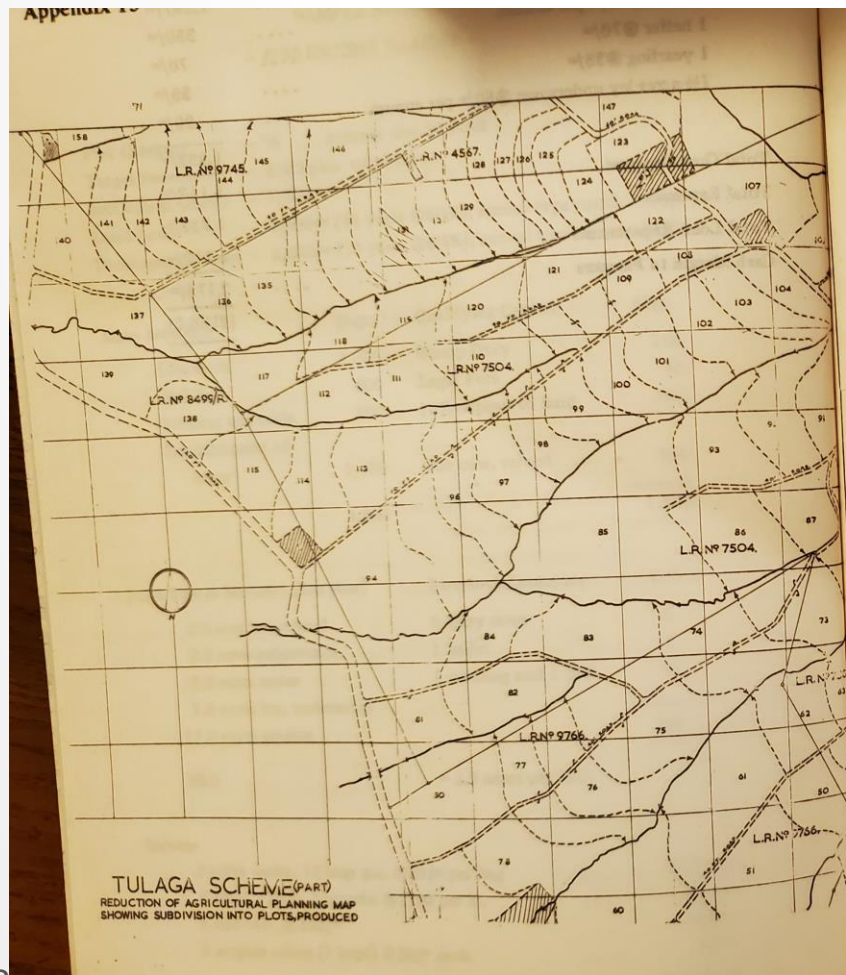
A model of the new Nairobi Airport Terminal Building at Embakasi

LOT 27

£2

Kenya Land Resettlement Story (Abrams. Nairobi. 1979) Paperback. The story of how 66,000 African families were settled onto 1,325 European farms (by the Deputy Director of Settlement 1967-72).



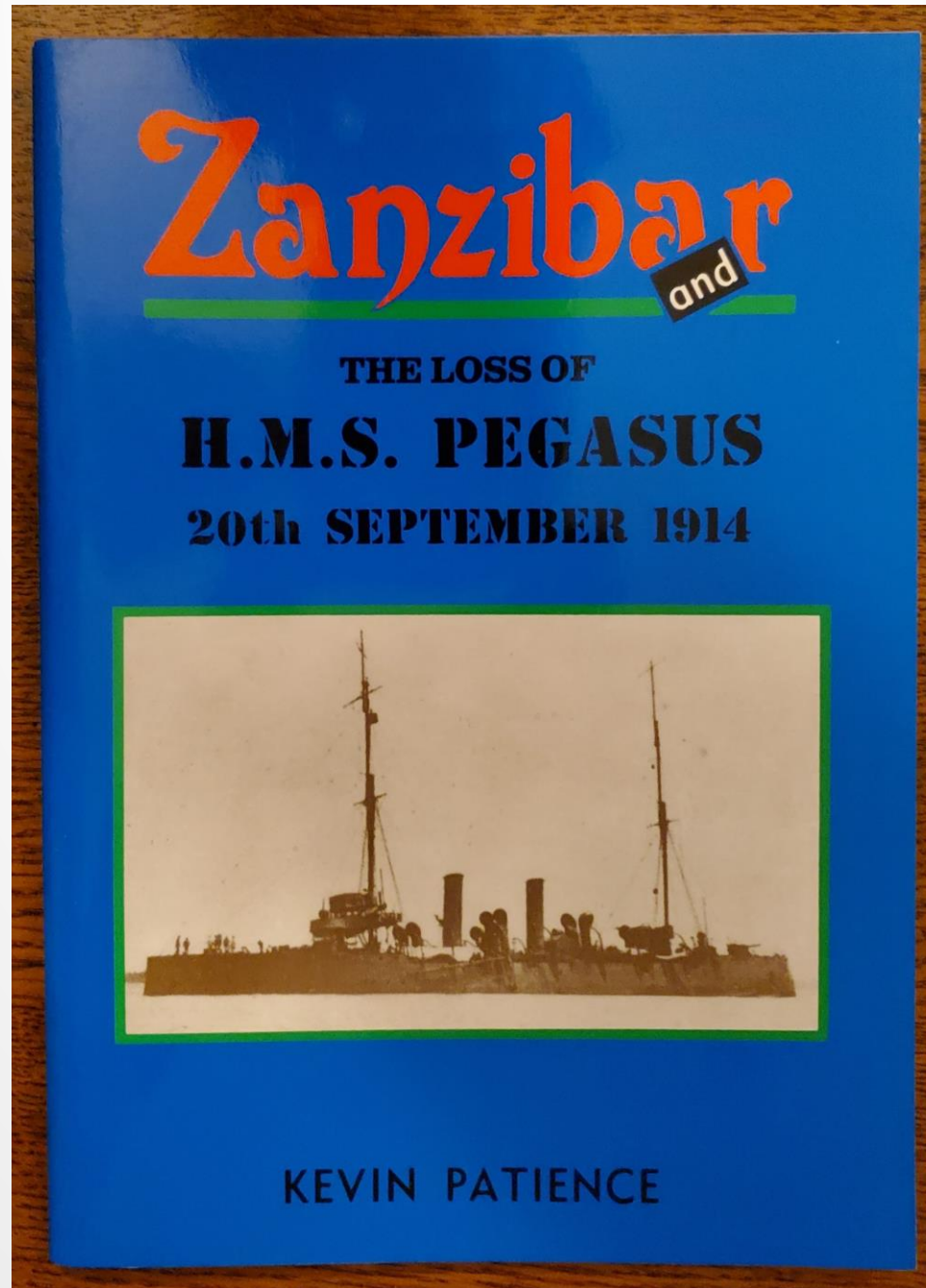


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LOT 28

£4

Zanzibar and the Loss of HMS Pegasus
(Kevin Patience. 1995) Softback. 48p. Well
illustrated with many photos. Classic
account of its destruction by the
Konigsberg on 20th September 1914.





■ Salaita Hill

until mid May when they were able to push forward to Kondoa Irangi. It was a difficult trek through heavy bush on an almost impassable track. Oxen were often substituted for lorries when they bogged down. The first rounds were fired on 6th July, the Germans replying with a Königsberg 4.1 inch gun. An unparalleled action, where two guns that had fought at sea now saw action against one another on land. The town was captured on the 25th after which they moved to Dodoma on the main railway line to Lake Tanganyika. The retreating Germans had systematically destroyed the bridges and it was some time before they reached Kilosa. Here the gun crews were pronounced medically unfit from malaria and other tropical fevers and returned to Zanzibar. They had been in action on no less than twenty-three occasions in the previous months.



■ "H.M.S. Peggy," Salaita, 1916

By late 1916 the Allies had captured large tracts of German East Africa. The Battery was disbanded and the two guns together with that of the Sybil were returned to Zanzibar for storage. The Mombasa gun and the two Zanzibar guns were presented to the two townships as memorials.



■ C.P.O. Ambler and gun crew

Following the end of hostilities in 1918, the three guns in storage were shipped to Simonstown for disposal. The two Zanzibar guns standing on the sea front became the subject of inter-departmental correspondence in 1925 regarding their preservation. It was proposed to re-site them away from the sea, but in the end they remained where they were.



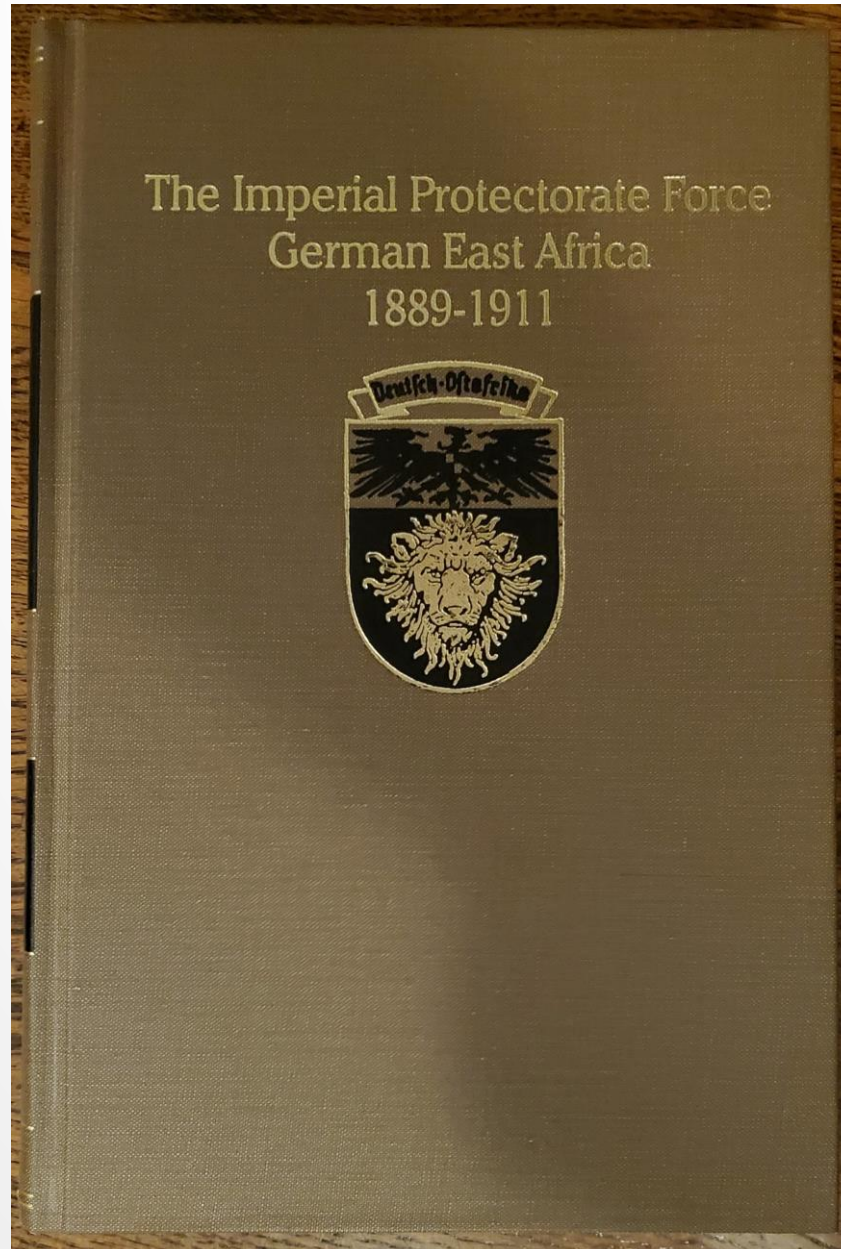
■ Peggy V, Mombasa, 1917

Zanzibar and the Loss of HMS Pegasus (Kevin Patience. 1995) Softback. 48p. Well illustrated with many photos. Classic account of its destruction by the Königsberg on 20th September 1914.

LOT 29

£12

The Imperial Protectorate Force: German East Africa 1889-1911 (Ernst Nigmann. Battery Press reprint 2005 of the original 1911 translated book) Hardback. 281p. Very detailed account. Some maps and photos



In the neighboring district of Mpapwa, the station commander, Lieutenant Glauning, intervened against the Wahumba-Masai who had started raiding again in the northern part of the district. His successor, First Lieutenant Kannenberg, had to suppress violence in the villages, caravan raids, and unrest in the district.

The commander of the Muansa District, Captain Schlobach, found it necessary to attack the Wasweta, a bandit people, who continued to plague the region for which the station was responsible. Schlobach stormed Kiboroswa, their strong boma, which they had constructed of stone blocks, and then razed it. Schlobach also had to mount a similar expedition into the Nunghu country because of the murder of two askaris.

In the Tabora District, Sergeant Major Markgraf took action against an unruly chieftain, and the following year Lieutenant von Trotha moved against the same man, the Sultan Katuga Moto of Urambo, who was subdued after several minor actions.

First Lieutenant von Beringe led an expedition from Kilwa against the Watumbi, a mountain people of the Kilwa hinterland, who had been in a state of continuous unrest. As we will see later, this people were also the main force behind the great rebellion. The Watumbi submitted after they had suffered severe losses in several fights.

VIII. The Years from 1899 to 1901

The Expedition against Matshemba—The Battles in Kilimatinde-Mpapwa—On Kilimanjaro—In Schirati—The Column against the Muezi of Urundi—Events on the Congo Border from 1898—Other Events

At this point, there had been several times when it had been necessary to take action against Sultan Matshemba, who had settled in the hinterland of Mikindani. Finally, he submitted to Lieutenant Colonel von Trotha in 1895. However, he did so only in appearance. In fact, he even infected his neighboring chieftains with his insubordinate attitude towards the government, and the Mikindani hinterland found itself in a constant state of war. In order to end such impossible conditions, Matshemba was presented with an ultimatum

requiring that he carry out several obligations, such as road maintenance, etc. To lend authority to this ultimatum, the negotiator was accompanied on his way into Matshemba's region by Company 3 from Lindi.



General Map 6

The Expedition Against Matshemba 7/4 to 8/4/1899

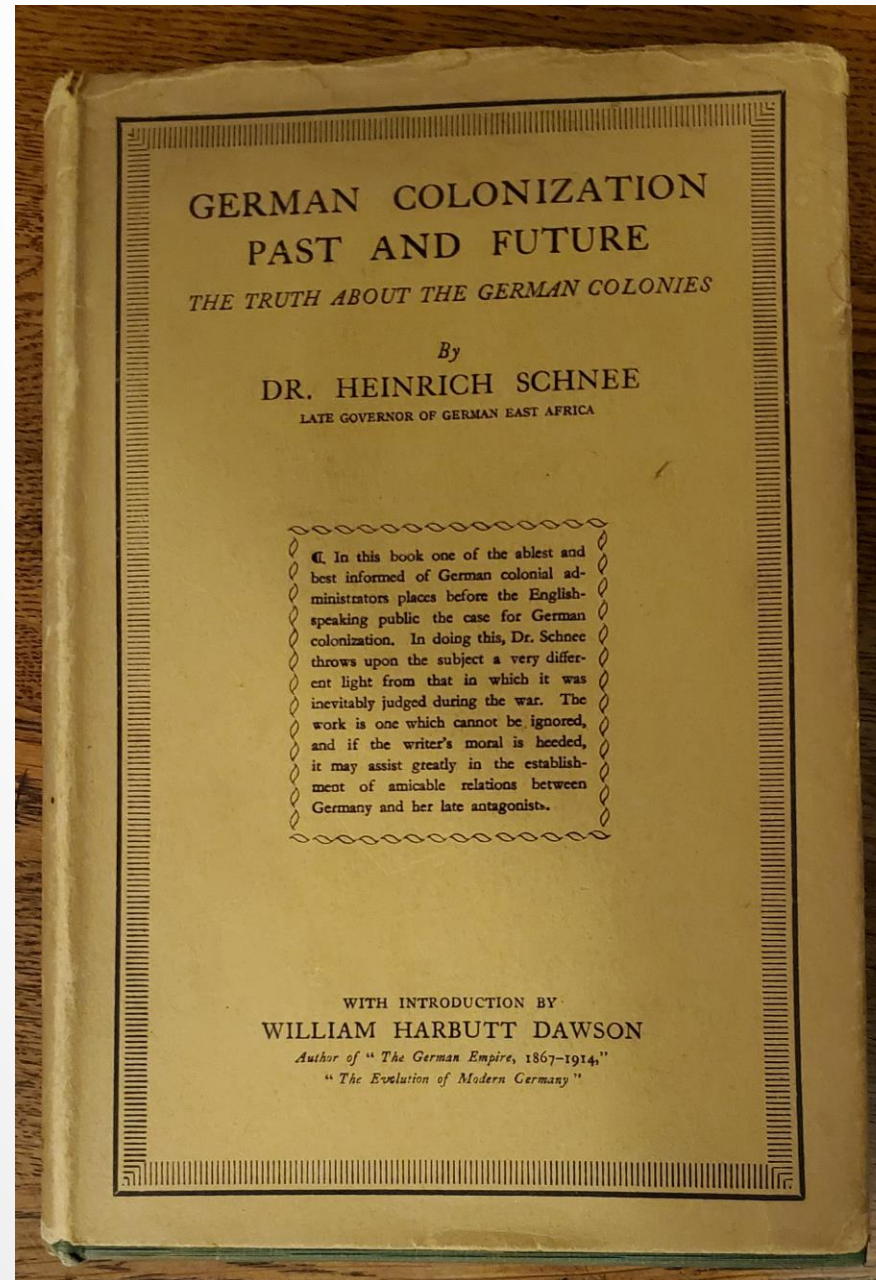
This expedition dug in there, set up a fortified camp, cleared the surrounding area, pushed roads through the thick vegetation of the region, and cleared the region by means of a number of combat and foraging patrols, which occasionally became involved in minor bush fighting. At the same time, a small detachment (Sergeant Major Wiest) pushed into Matshemba's region from the west, to cut him off from some of his supporters and deny him their aid. Since all the negotiations with Matshemba proved fruitless, stronger measures

The Imperial Protectorate Force: German East Africa 1889-1911 (Ernst Nigmann. Battery Press reprint 2005 of the original 1911 translated book) Hardback. 281p. Very detailed account. Some maps and photos

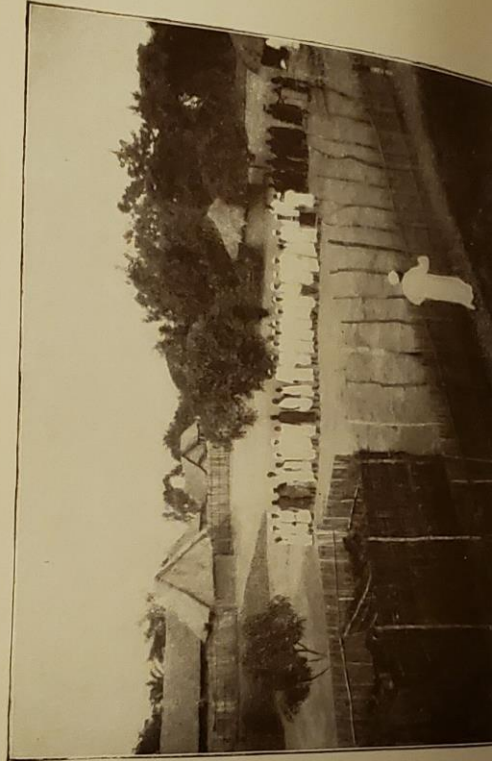
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German Colonisation Past and Future (Heinrich Schnee. 1926) Hardback + d/w. 176p + photos. Sub-titled 'The Truth About German Colonies' it deals with all the colonies and what Schnee believed should happen in the post-war era.



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(Heinrich Schnee. 1926) Hardback + d/w.
176p + photos. Sub-titled 'The Truth About
German Colonies' it deals with all the
colonies and what Schnee believed should
happen in the post-war era.



HOSPITAL FOR NATIVES SUFFERING FROM SLEEPING SICKNESS AT GUMBIZI, GERMAN EAST AFRICA

THE ALLEGED MILITARISM

81

and remained considerably below the number of such forces in French and Belgian territory.

In this connexion it should not be forgotten that in case of a serious insurrection England was in a position to draw upon her Indian troops, and did so on various occasions in British East Africa, whereas Germany had no such reserves. No impartial judge, familiar with conditions in such colonial territories, could say that the troops in the German Protectorates were more numerous than was necessary for creating and upholding order and for assuring the undisturbed development of the countries affected.

In regard to East Africa, this is confirmed by an English authority, Brigadier-General C. P. Fendall, who writes in *The East African Force, 1915-1919* (1911):

“There was an idea that should war break out between England and Germany there would be no active fighting in Africa. . . . It was feared that the prestige of the white man would be lowered, and that the progress of civilization in Africa would be put back a hundred years. The prevalence of this idea led to the maintenance, both in British and German East Africa, of only sufficient troops to deal with local risings” (pp. 22-3).

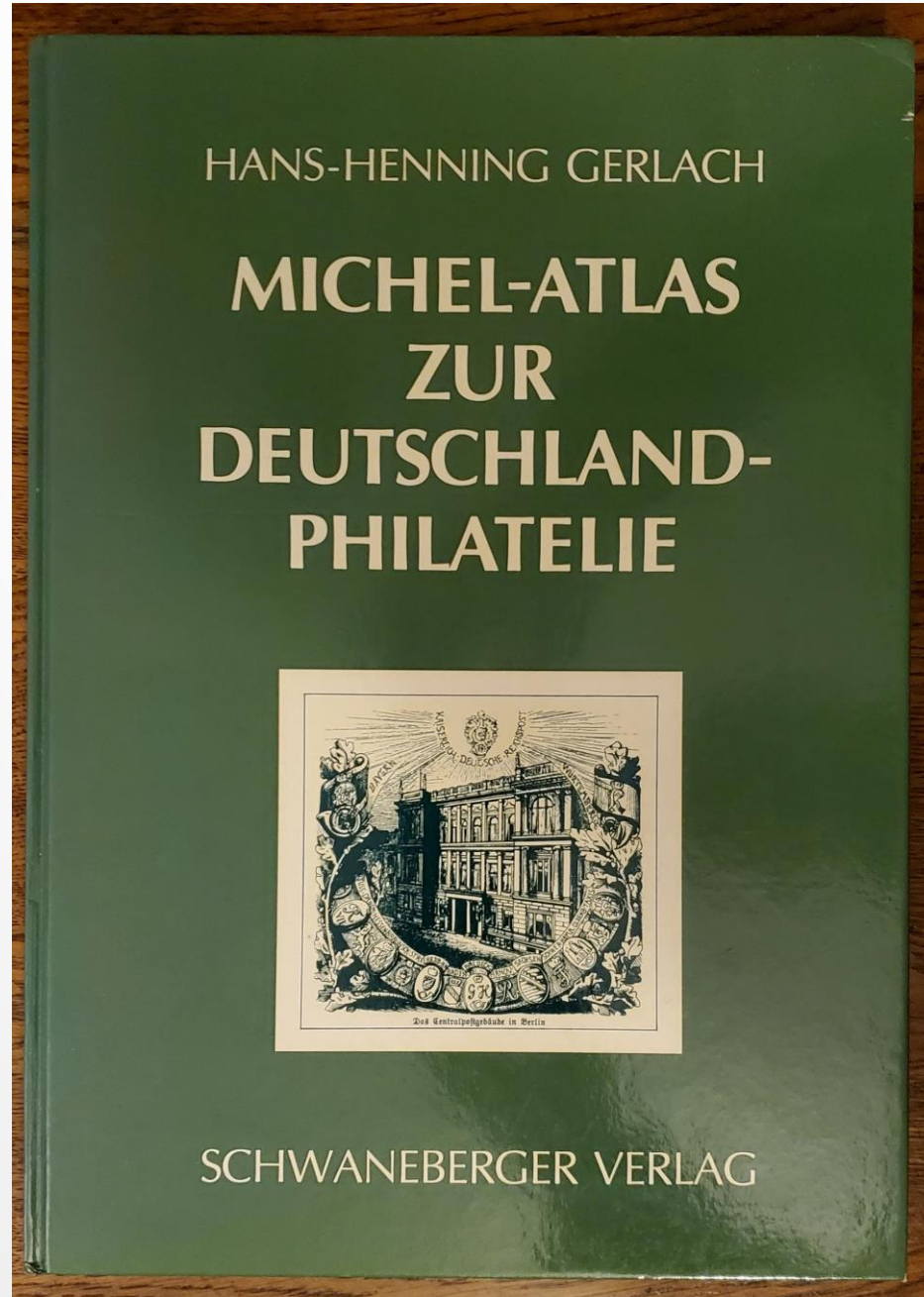
The idea that the Germans might have used these small bodies of isolated troops, which in the event of war would at once have been cut off from all supplies from home, for the purposes of conquering neighbouring territory, is supremely ridiculous. Not a soul, either in Germany or in the German colonies, ever conceived of such an act of insanity.

Had aggressive plans of the kind existed, it would have been necessary to create far larger bodies of troops and to have equipped them with modern weapons as well as with artillery and depots of arms and ammunition. Yet when the World War came, and was carried into the German colonies in direct violation of the White Man's Pact—the Congo Act of 1885—there was a sufficiency neither of troops, arms, nor ammunition in the German Protectorates to offer successful and continued resistance to an enemy who was vastly superior in numbers and equipment, and who came crowding in on all

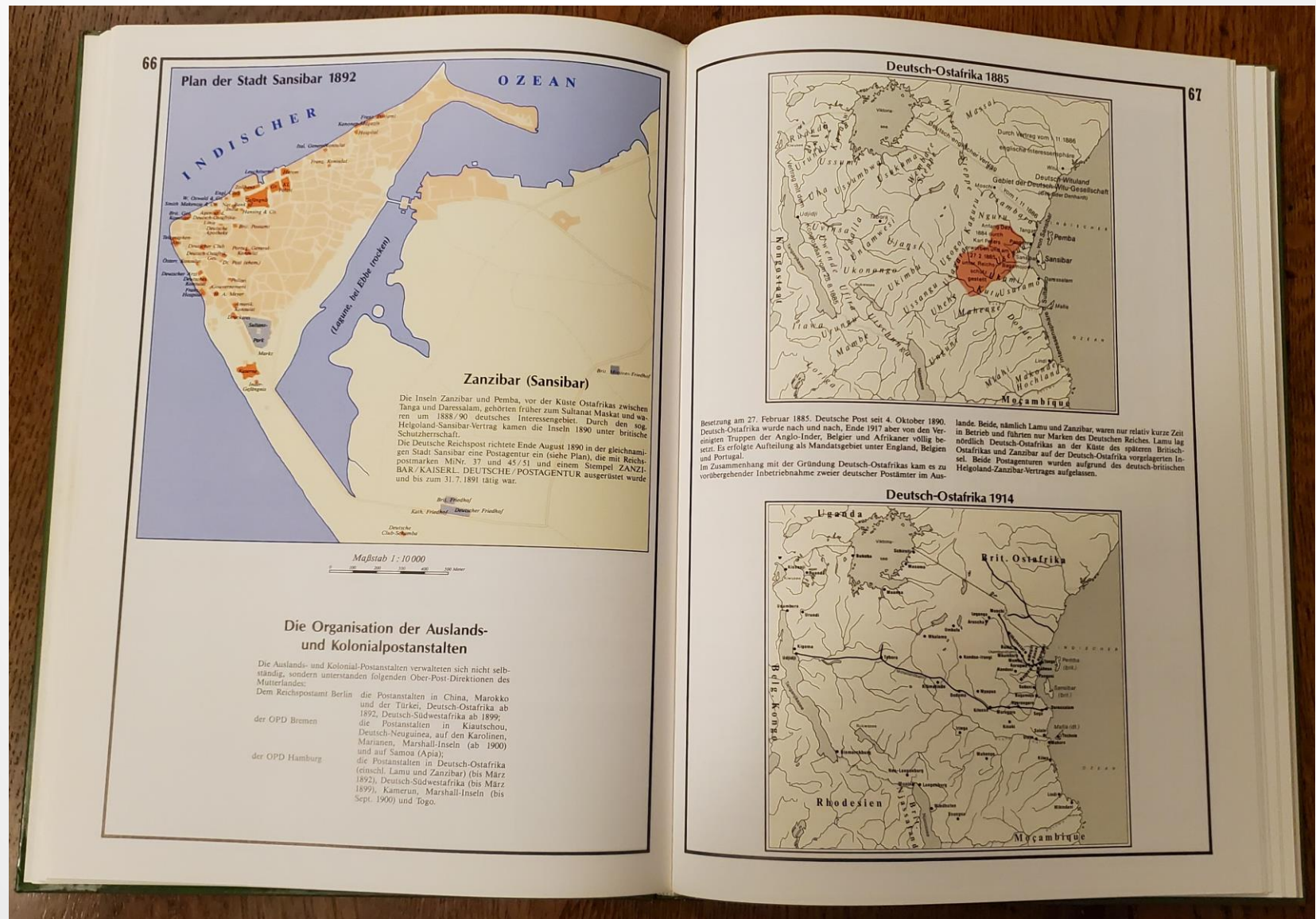
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65

**Das Witu-Schutzgebiet
und das Auslandspostamt Lamu**

Die von Clemens und Gustav Denhardt am 27.5.1885 erworbenen Landgebiete werden unter den Schutz des Deutschen Reiches gestellt.

Gegen den Widerstand des Sultans Simba wird das Witu-Schutzgebiet im Hiligland-Sanabar-Vertrag am 1.7.1890 an England abgetreten.

Die Auslandspostanstalt Lamu wird am 22.11.1888 eröffnet.

Verzeichnis der Postage von Lamu:
 2, 5, 15, 19, 21, 27 und 29.12.1888.
 19.1.3 und 15.3., 14.4., 1.13. und 28.5., 5., 8. und 13.6., 5.7., 3. und 19.8., 28.9., 26.10., 2., 5. und 27.12.1889.
 1., 5., 24., 25. und 28.1., 23.2., 17. und 26.3., 11., 21. und 25.4., 11., 12., 28. und 29.5., 20., 25., 26. und 30.6., 20., 24. und 31.7., 21. und 24.8., 1., 2., 17., 18. und 26.9., 13., 15. und 27.10., 24.11., 2., 5., 9. und 22.12.1890.
 4., 7., 25. und 30.1., 3., 16., 26. und 27.2., 2., 3., 16. und 31.3.1891.

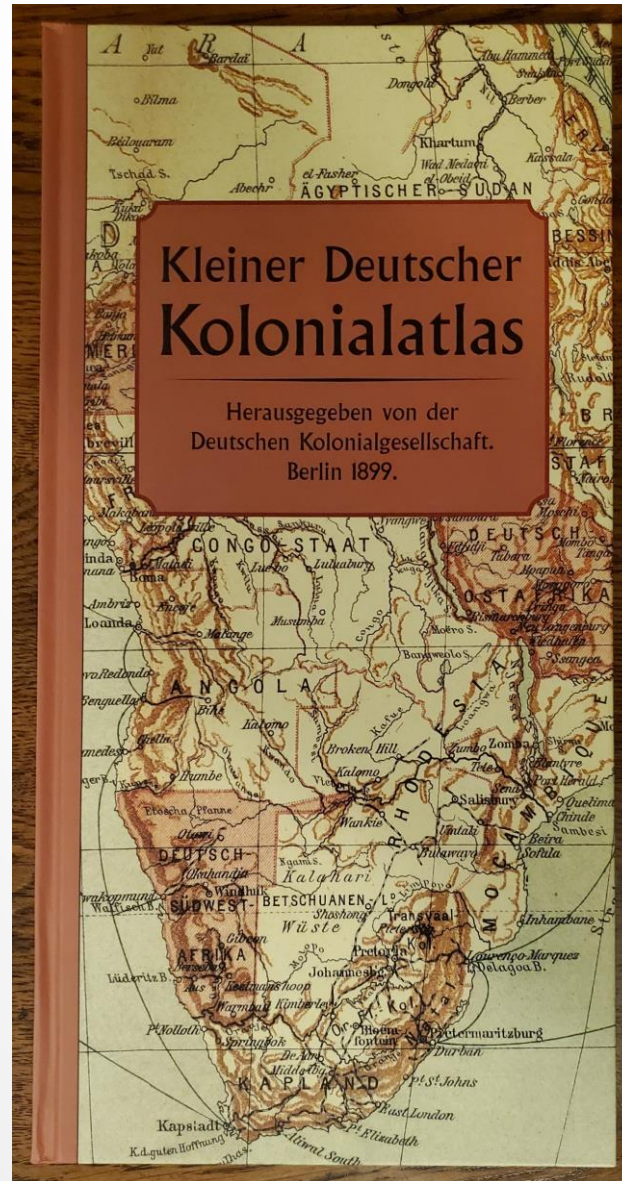
Die Auslandspostanstalt Lamu wird am 31.3.1891 geschlossen.

**Deutsche im europäischen Ausland
um 1900 im Vergleich zu den Deutschen
in den dt. Kolonien und Schutzgebieten**

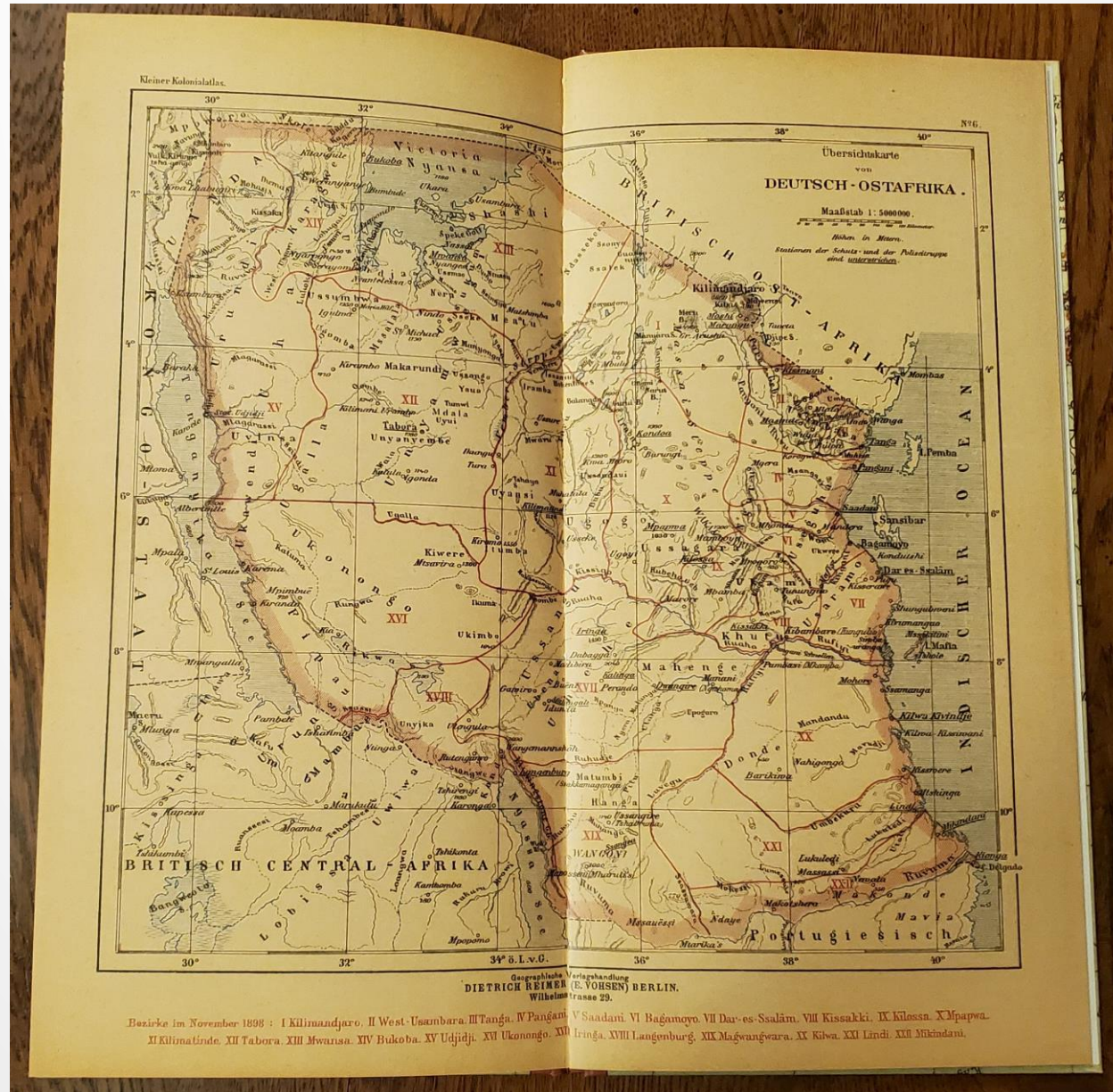
Land	Zählungsjahr	Deutsche
Großbritannien*	1901	53402
Frankreich	1901	86684
Niederlande	1899	31654
Belgien	1900	53408
Luxemburg	1900	14931
Schweiz	1900	168238
Spanien	1900	927
Portugal	1901	3011
Italien	1905	10745
Griechenland	1900	227
Osterreich	1900	106364
Ungarn	1900	8020
Montenegro	1904	6
Serbien	1900	376
Bulgarien	1904	339
Rumänien	1899	7733
Türkei	1905	3399
Rußland	1897	151683
Schweden	1900	2421
Norwegen	1900	1766
Dänemark*	1901	35061

* Alle im Deutschen Reich Geborene; sonst sind immer alle Personen deutscher Staatsangehörigkeit gezählt. Die Auswanderung in die dt. Kolonien dagegen ist unbedeutend. Dort leben am 1.1.1913 24100 Deutsche, davon die Hälfte in Ost- und Südwestafrika.
 Nach W. Köllmann, Bevölkerung u. Raum in Neuerer und Neuester Zeit (Bevölkerungs-Ploetz).

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The Great War. Contemporary Magazines Issued weekly throughout WW1. Nos 94, 107, 149 & 185. Issues 107, 149 & 185 cover the war in East Africa (missing 148 which also covers the war). Many photos amongst the text. Issue 94 deals with the contribution of Indian forces generally. 57p on the EA Campaign plus other articles.



The Great War. Contemporary Magazines Issued weekly throughout WW1. Nos 94, 107, 149 & 185. Issues 107, 149 & 185 cover the war in East Africa (missing 148 which also covers the war). Many photos amongst the text. Issue 94 deals with the contribution of Indian forces generally. 57p on the EA Campaign plus other articles.



184 *General Smuts surveys an East African battlefield from his armoured car.*

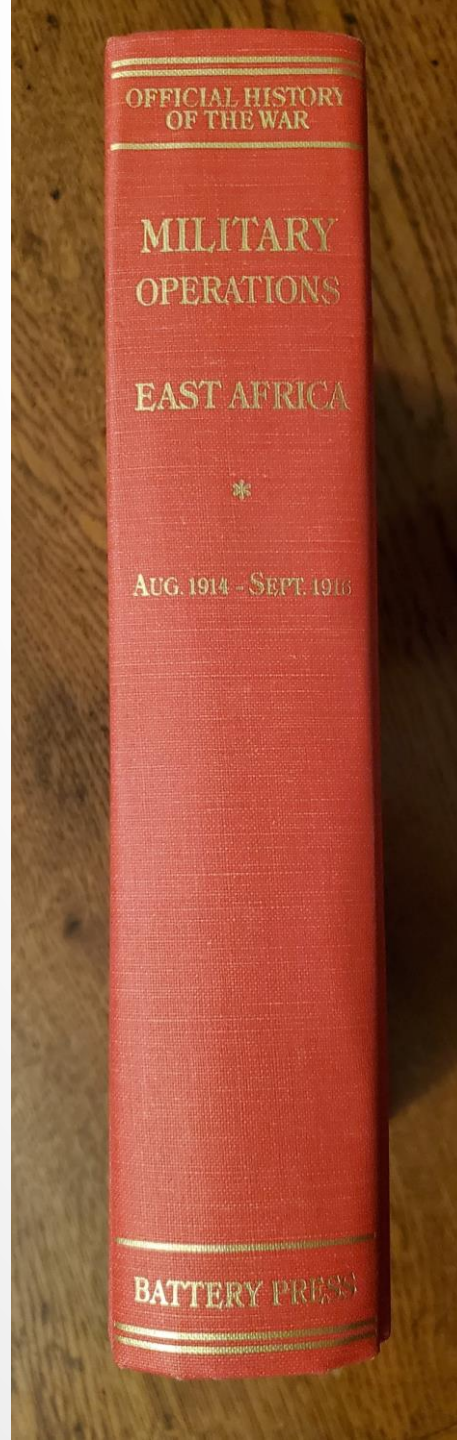
The Great War. Contemporary Magazines Issued weekly throughout WW1. Nos 94, 107, 149 & 185. Issues 107, 149 & 185 cover the war in East Africa (missing 148 which also covers the war). Many photos amongst the text. Issue 94 deals with the contribution of Indian forces generally. 57p on the EA Campaign plus other articles.



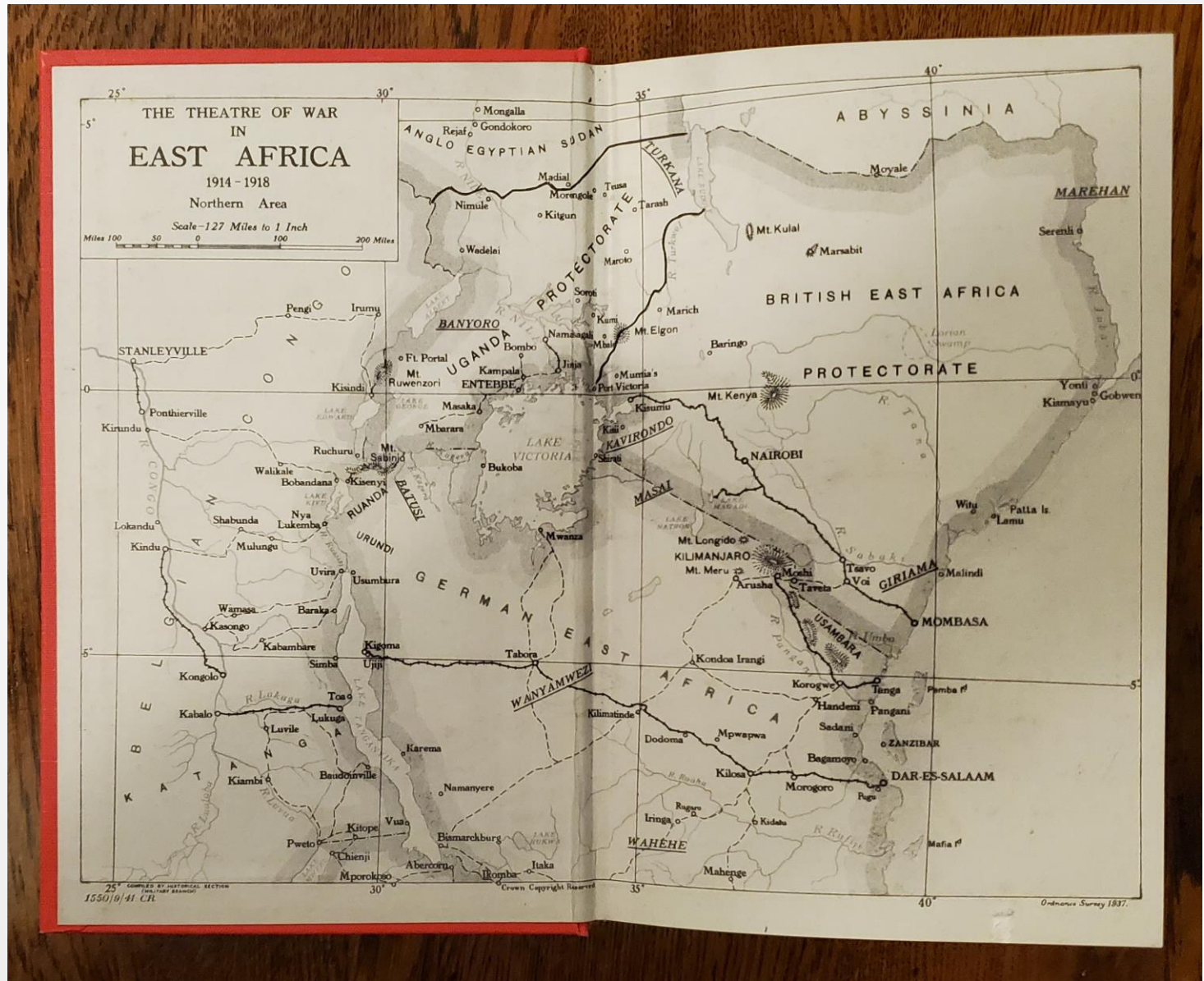
LOT 33

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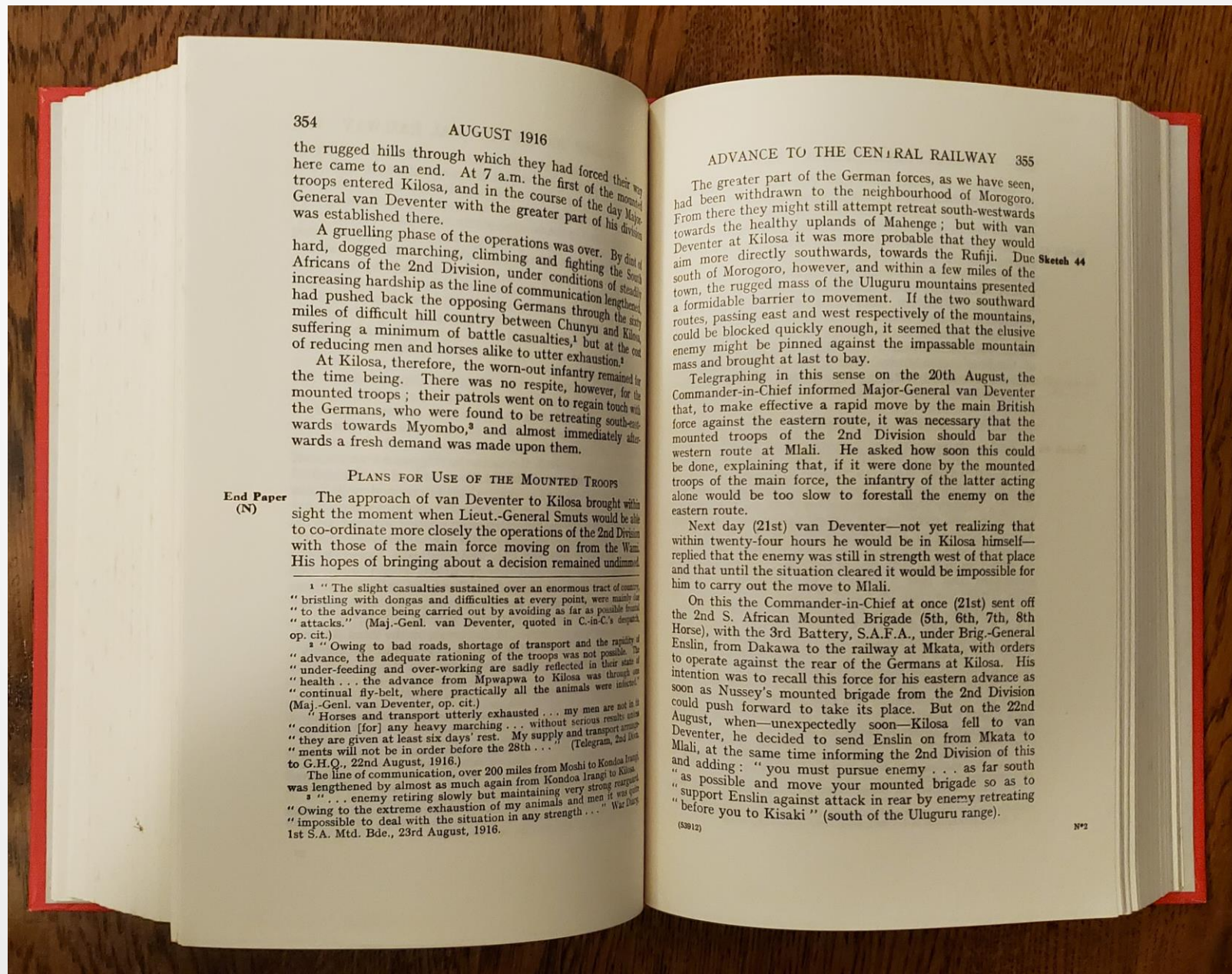
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 Indispensable book for anybody interested
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 ever produced Vol.1 taking events up to
 late 1916. Plans c.1990 to produce Volume
 2 never materialised.



the rugged hills through which they had forced their way here came to an end. At 7 a.m. the first of the mounted troops entered Kilosa, and in the course of the day Major-General van Deventer with the greater part of his division was established there.

A gruelling phase of the operations was over. By dint of hard, dogged marching, climbing and fighting the South Africans of the 2nd Division, under conditions of steadily increasing hardship as the line of communication lengthened, had pushed back the opposing Germans through the sixty miles of difficult hill country between Chunyu and Kilosa, suffering a minimum of battle casualties,¹ but at the cost of reducing men and horses alike to utter exhaustion.²

At Kilosa, therefore, the worn-out infantry remained for the time being. There was no respite, however, for the mounted troops; their patrols went on to regain touch with the Germans, who were found to be retreating south-eastwards towards Myombo,³ and almost immediately afterwards a fresh demand was made upon them.

PLANS FOR USE OF THE MOUNTED TROOPS

End Paper
(N)

The approach of van Deventer to Kilosa brought within sight the moment when Lieut.-General Smuts would be able to co-ordinate more closely the operations of the 2nd Division with those of the main force moving on from the Wami. His hopes of bringing about a decision remained undimmed.

¹ "The slight casualties sustained over an enormous tract of country, bristling with dongas and difficulties at every point, were mainly due to the advance being carried out by avoiding as far as possible frontal attacks." (Maj.-Genl. van Deventer, quoted in C-in-C's despatch, op. cit.)

² "Owing to bad roads, shortage of transport and the rapidity of advance, the adequate rationing of the troops was not possible. The under-feeding and over-working are sadly reflected in their state of health... the advance from Mpwapwa to Kilosa was through one continual fly-belt, where practically all the animals were infected." (Maj.-Genl. van Deventer, op. cit.)

³ "Horses and transport utterly exhausted... my men are not in the condition [for] any heavy marching... without serious results unless they are given at least six days' rest. My supply and transport arrangements will not be in order before the 28th..." (Telegram, 22nd Div. to G.H.Q., 22nd August, 1916.)

The line of communication, over 200 miles from Moshi to Kondoa Irangi, was lengthened by almost as much again from Kondoa Irangi to Kilosa. "Owing to the extreme exhaustion of my animals and men it was quite impossible to deal with the situation in my strength..." War Diary, 1st S.A. Mtd. Bde., 23rd August, 1916.

The greater part of the German forces, as we have seen, had been withdrawn to the neighbourhood of Morogoro. From there they might still attempt retreat south-westwards towards the healthy uplands of Mahenge; but with van Deventer at Kilosa it was more probable that they would aim more directly southwards, towards the Rufiji. Due to the south of Morogoro, however, and within a few miles of the town, the rugged mass of the Uluguru mountains presented a formidable barrier to movement. If the two southward routes, passing east and west respectively of the mountains, could be blocked quickly enough, it seemed that the elusive enemy might be pinned against the impassable mountain mass and brought at last to bay.

Telegraphing in this sense on the 20th August, the Commander-in-Chief informed Major-General van Deventer that, to make effective a rapid move by the main British force against the eastern route, it was necessary that the mounted troops of the 2nd Division should bar the western route at Mlali. He asked how soon this could be done, explaining that, if it were done by the mounted troops of the main force, the infantry of the latter acting alone would be too slow to forestall the enemy on the eastern route.

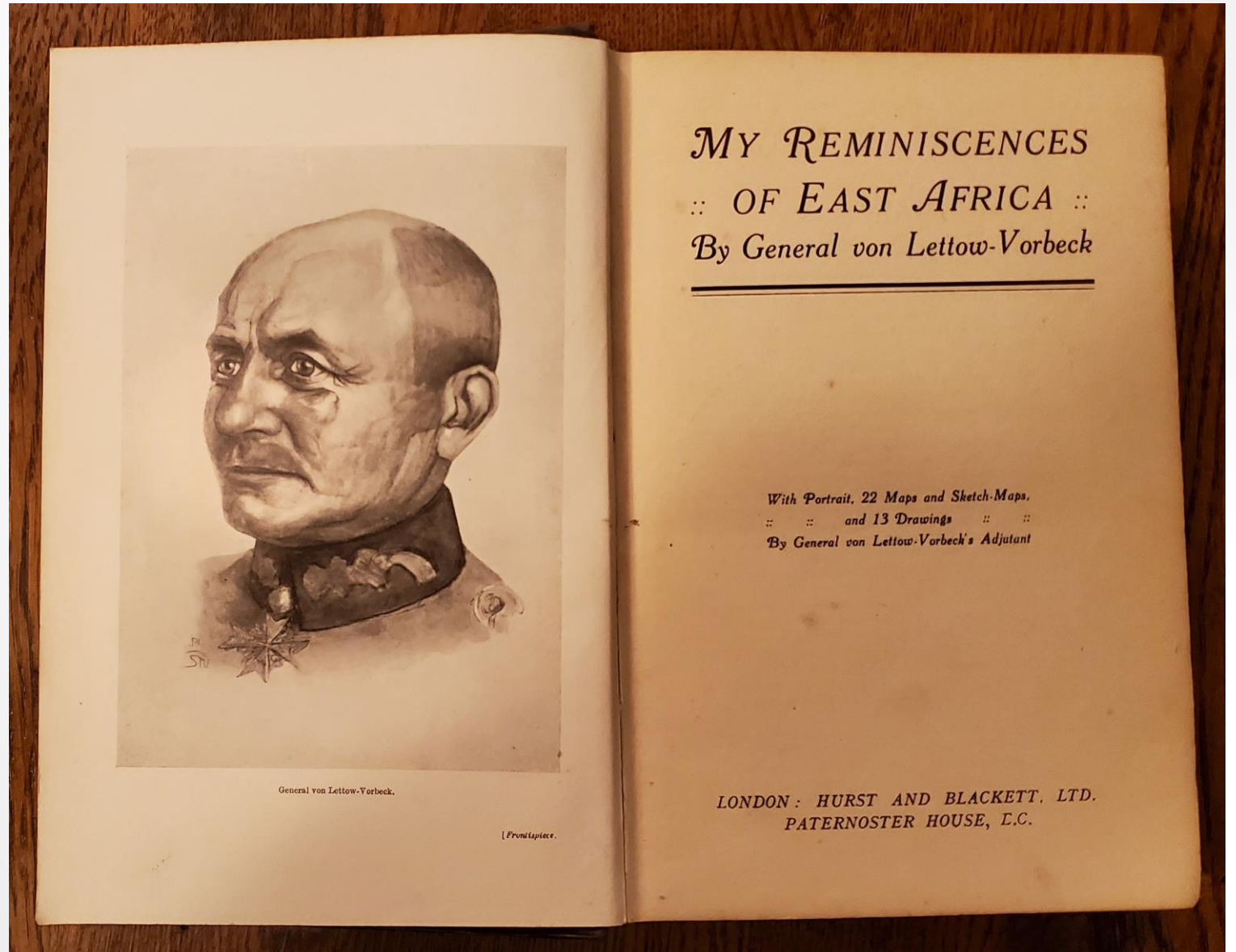
Next day (21st) van Deventer—not yet realizing that within twenty-four hours he would be in Kilosa himself—replied that the enemy was still in strength west of that place and that until the situation cleared it would be impossible for him to carry out the move to Mlali.

On this the Commander-in-Chief at once (21st) sent off the 2nd S. African Mounted Brigade (5th, 6th, 7th, 8th Horse), with the 3rd Battery, S.A.F.A., under Brig.-General Enslin, from Dakawa to the railway at Mkata, with orders to operate against the rear of the Germans at Kilosa. His intention was to recall this force for his eastern advance as soon as Nussey's mounted brigade from the 2nd Division could push forward to take its place. But on the 22nd August, when—unexpectedly soon—Kilosa fell to van Deventer, he decided to send Enslin on from Mkata to Mlali, at the same time informing the 2nd Division of this and adding: "you must pursue enemy... as far south as possible and move your mounted brigade so as to support Enslin against attack in rear by enemy retreating before you to Kisaki" (south of the Uluguru range).

LOT 34

£15

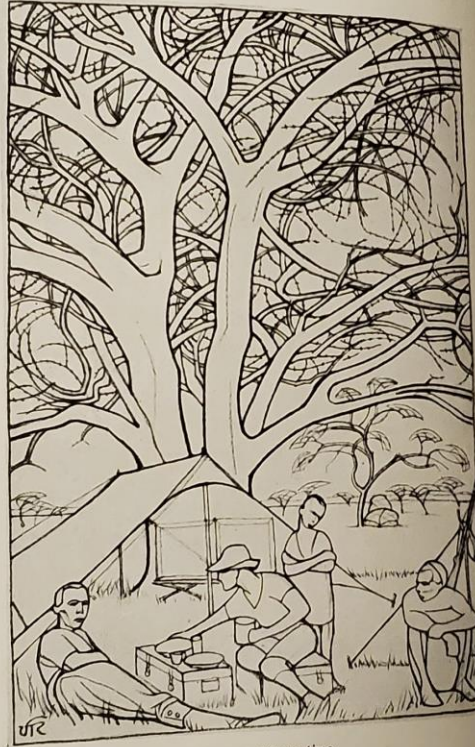
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European Dinner-time

(From a drawing by General von Lettow-Vorbeck's Adjutant.)

CHAPTER IV

THE ENEMY'S ADVANCE IN THE AREA OF THE NORTHERN RAILWAY

AFTER the trains had left Lembeni I handed over the command of all the troops on the Northern Railway to Major Kraut. An independent administrative service was also organized for them. Our railway journey to Korogwe proved to us once more how closely the German population of the Northern Territories were knit to the Force, and how they appreciated its work. At every station the people had assembled, sometimes from great distances; every one of them knew that our departure from the Northern Territories was final, and that they would fall into the enemy's hands. In spite of this, their spirit was gallant. A large part of the few remaining European provisions was brought to us. The widow of the former Line-Commandant Kroeber, who had recently been buried at Buiko, insisted on offering us the last bottles of the stock in her cellar.

Major Kraut and Captain Schoenfeld accompanied me to Buiko, from where we were able to view several portions of the ground which I thought might become of importance in our future operations. These gentlemen remained there in order to make more detailed personal reconnaissances. From Korogwe our cars rapidly took us to Handeni, the head of the light railway that had been laid from Mombo. On the way we caught up our mounted companies, and the exclamation of the Civil Administrator of Handeni: "Why, that's the notorious poacher of Booyen," showed me once more that there were among our mounted troops men accustomed to danger and sport, on whom I could rely in the troubles that were to come. Handeni was

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The Banyan Tree.
 (From a drawing by General von Lettow-Vorbeck's Adjutant.)

Hostile Attacks in the South-East of the Colony

visible, so as to hit in a spot that will cause instantaneous death. The animal then sinks, and comes up again after a little time

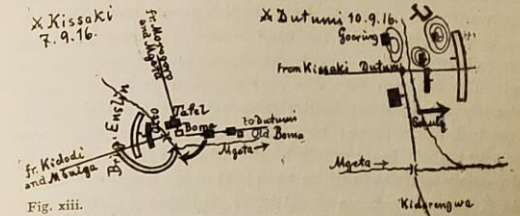


Fig. xiii.

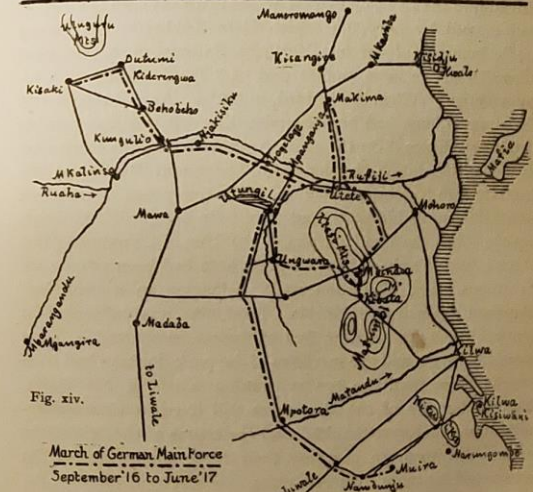


Fig. xiv.

March of German Main Force
 September 16 to June 17

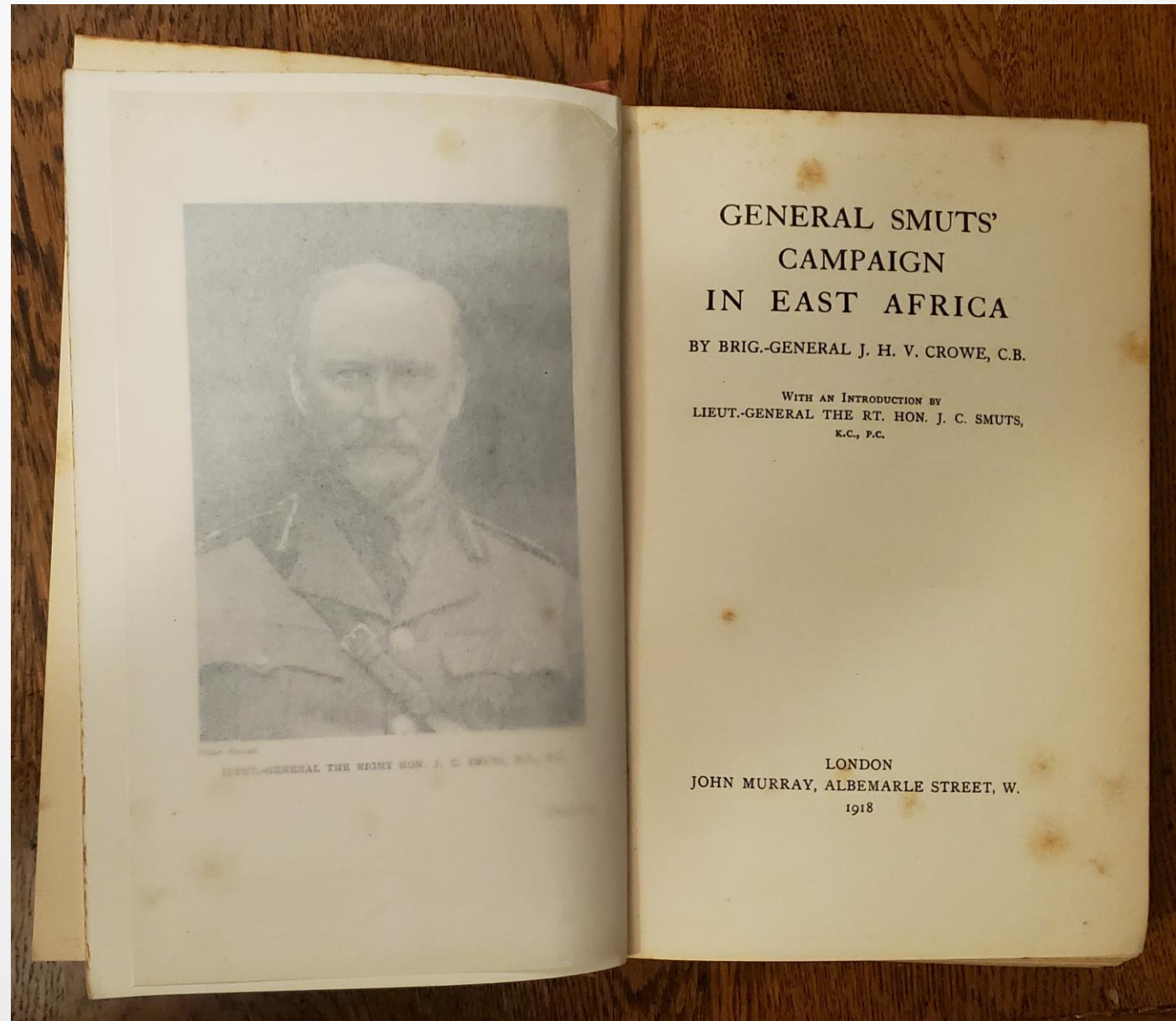
Fig. xiii. Battles of Kissaiki and Dutumi. Fig. xiv. March of German Main Force, September, 1916, to June, 1917.

when it can be drawn to the bank by means of a rope, quickly made of bark. There it is cut up, and the expert knows exactly

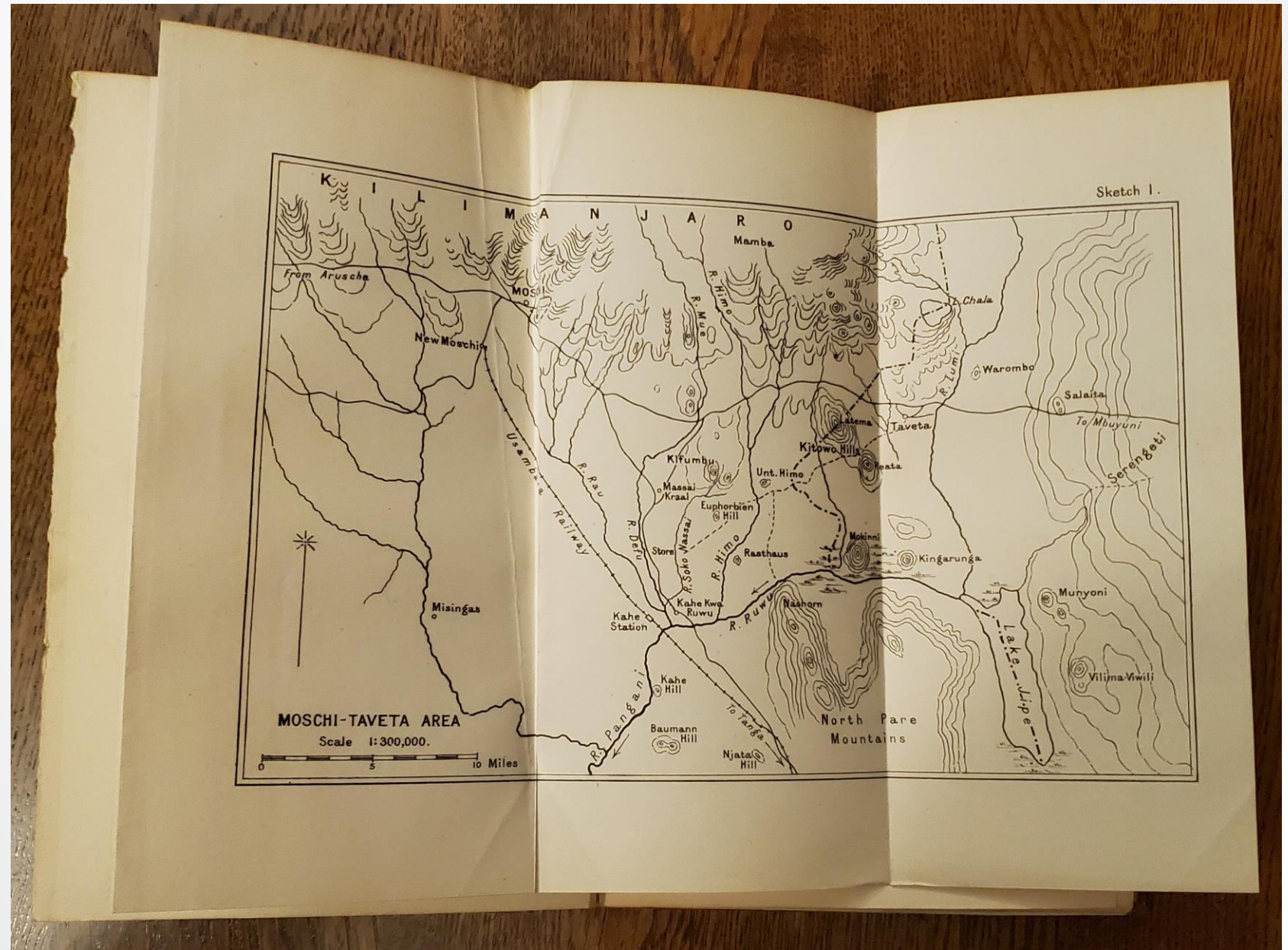
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CHAPTER XI

THE OCCUPATION OF MOROGORO

THE time had now arrived for the resumption of operations by the main column. The situation had been materially altered by the advance of the Kondoa force to the railway. Although it had been impossible to keep up an effective pressure with the two columns, the enemy had not succeeded in making use of his interior lines. The threat of an immediate advance by the eastern column along the Nguru Mountains against Morogoro had at once caused him to withdraw the bulk of his force from Kondoa to oppose it, and this had enabled Van Deventer to advance and occupy 100 miles of the Central Railway with comparatively little opposition. Had the enemy known that the eastern column could not possibly continue its advance for some weeks, he doubtless would not have rushed his forces across in such feverish haste to oppose it.

The enemy forces in what may be called the central theatre were now cut off by the 2nd Division from the forces in the Lake area, and from his position Van Deventer threatened the flank of any retirement towards Iringa.

In the Lake District our forces had advanced from the Kagera and had occupied Mwanza at the southern end of Lake Victoria. The enemy had retired, pursued by our troops, leaving a 4'1-inch naval gun

and some useful ships in our hands. We had thus obtained undisputed control of the lake. The Belgians had continued their advance through Ruanda. They had occupied Mariahilf on July 24th, and were now advancing in two columns from Mariahilf and Bujombe on St. Michael.

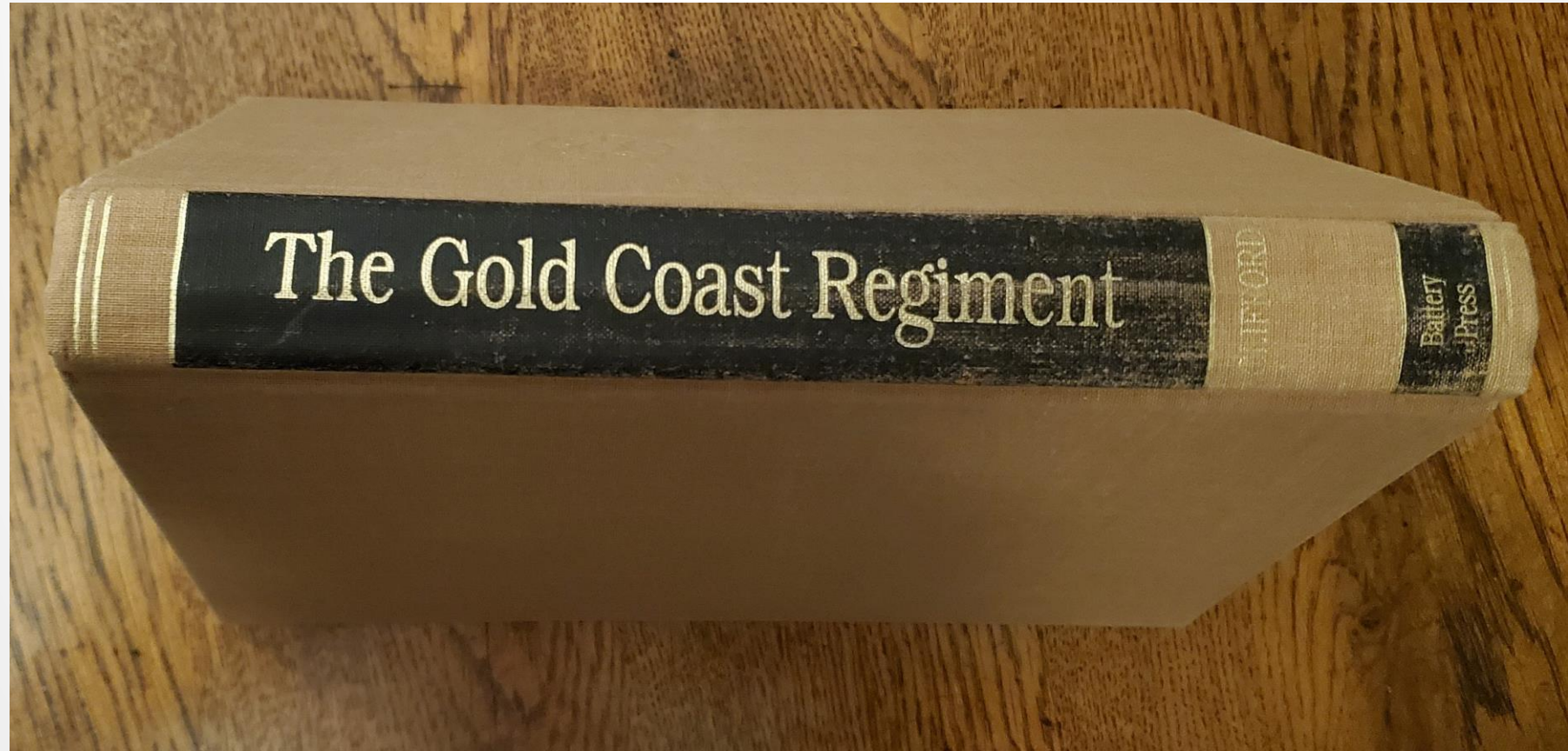
Another column had occupied Gitega and Usambara, and moving south down the eastern side of Lake Tanganyika had occupied Kigoma, Ujiji, and Rutchugi during the last days of July. Tabora, the most important German centre in the west, was now threatened by the Belgians from the north and west and by our Lake force under General Crewe.

Earlier there had been some doubt as to the direction which would be taken by the German forces if we succeeded in driving them back to the Central line. They could retire towards Tabora or to the Morogoro—Dar-es-Salaam section.

The latter left them the south-eastern portion of the protectorate with the extensive Mahenge Plateau as a concentration area and a coast-line with several good harbours. (After the successful feats of the *Rubens* and the *Maria*, they might still cherish hopes of receiving further reinforcements and supplies by sea.) They might also hope to retain possession of Iringa. The Uluguru Mountains could be looked upon as a useful zone of manœuvre for further retirement, and the Rufiji River beyond as a formidable obstacle to the forces attacking them. Also it was natural that they should hold on as long as possible to Dar-es-Salaam, the capital of the colony. There was not only the moral effect of its capture to be considered, but it was also their central depot, and there and at Morogoro they carried on the manu-

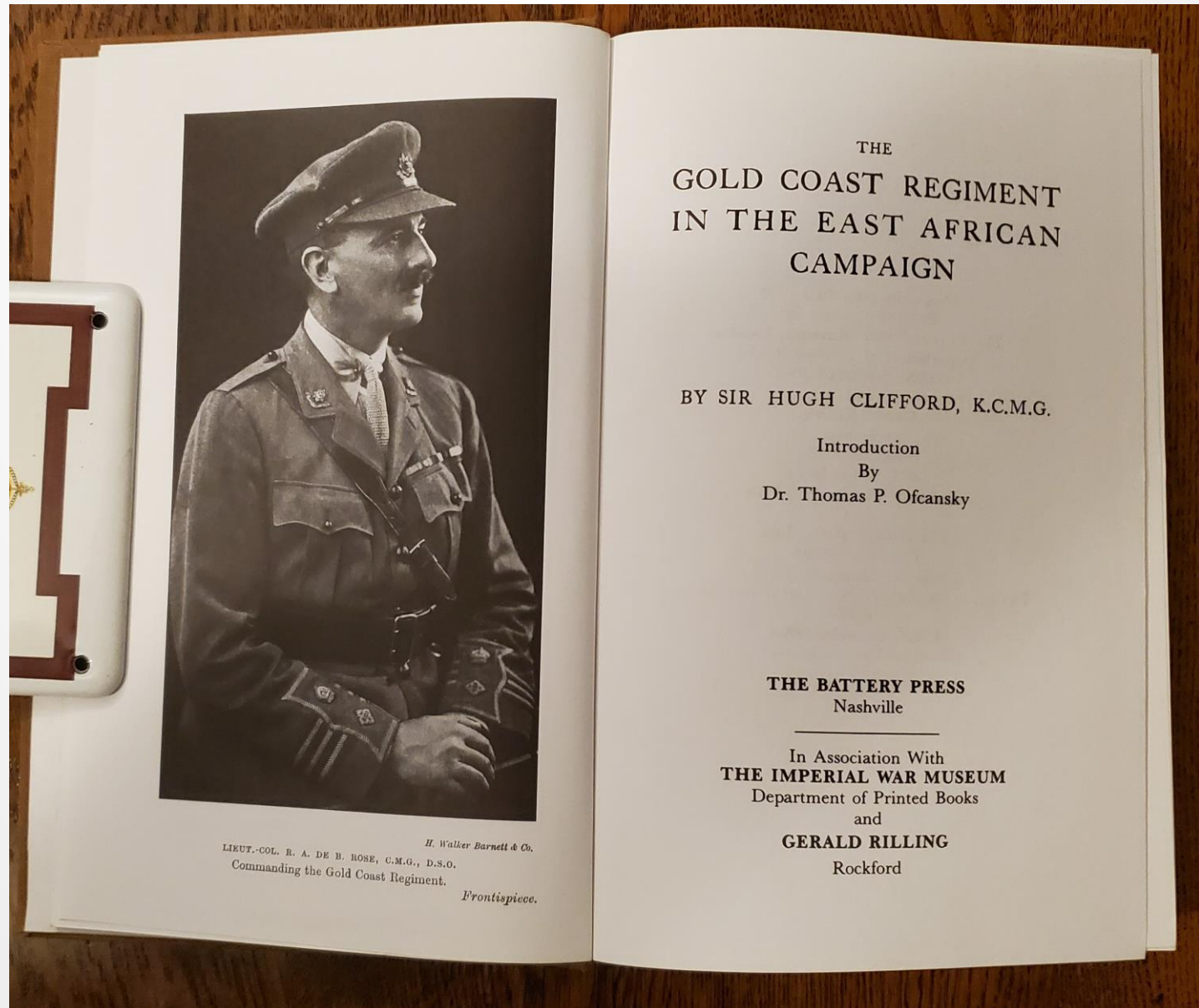
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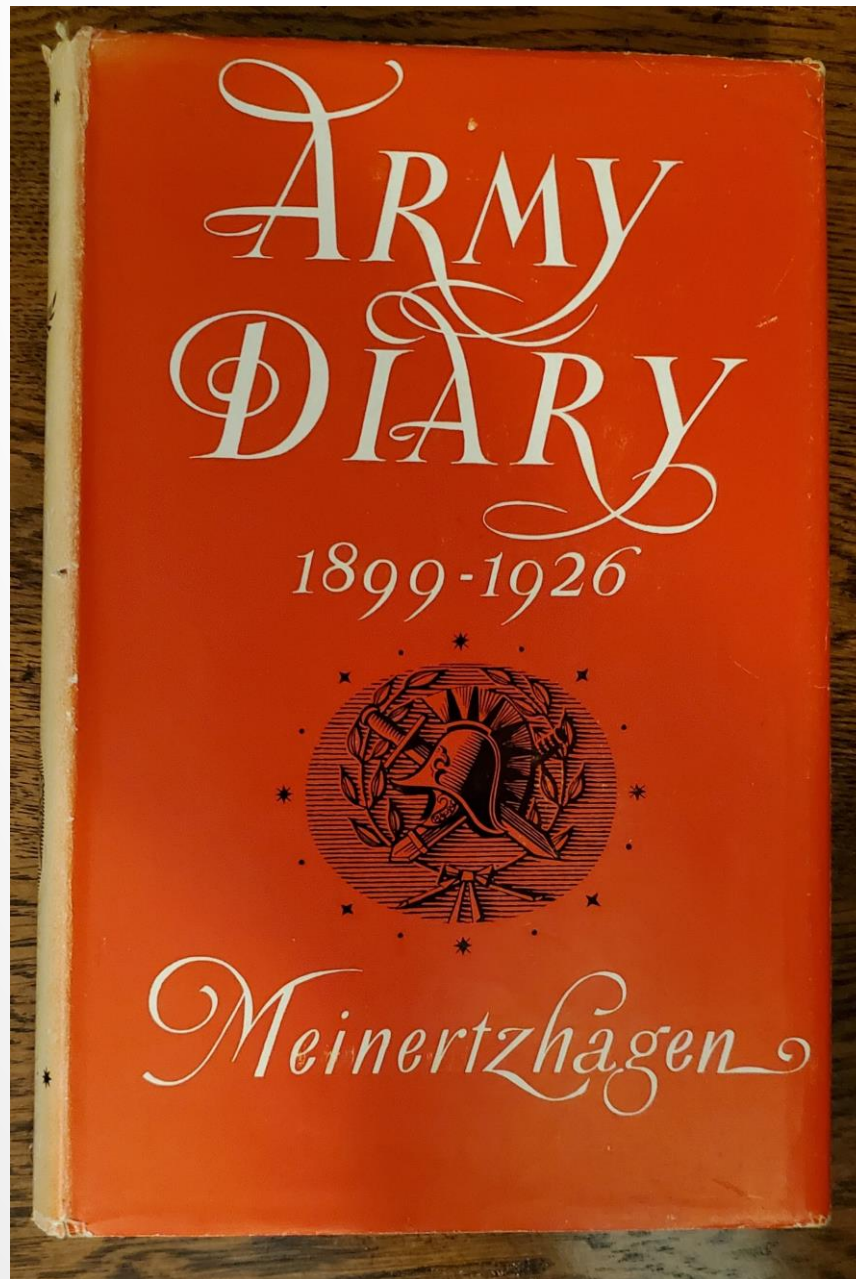
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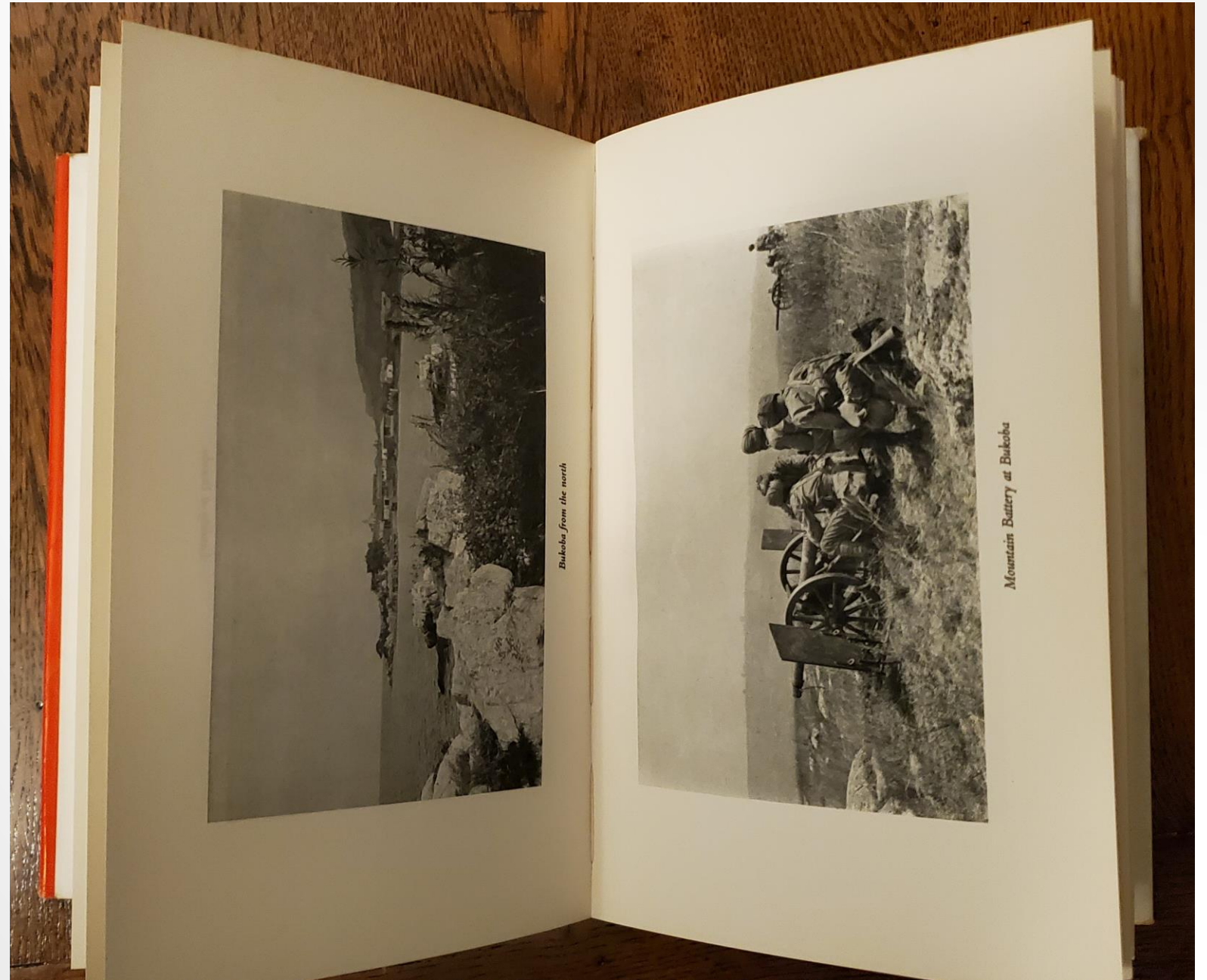
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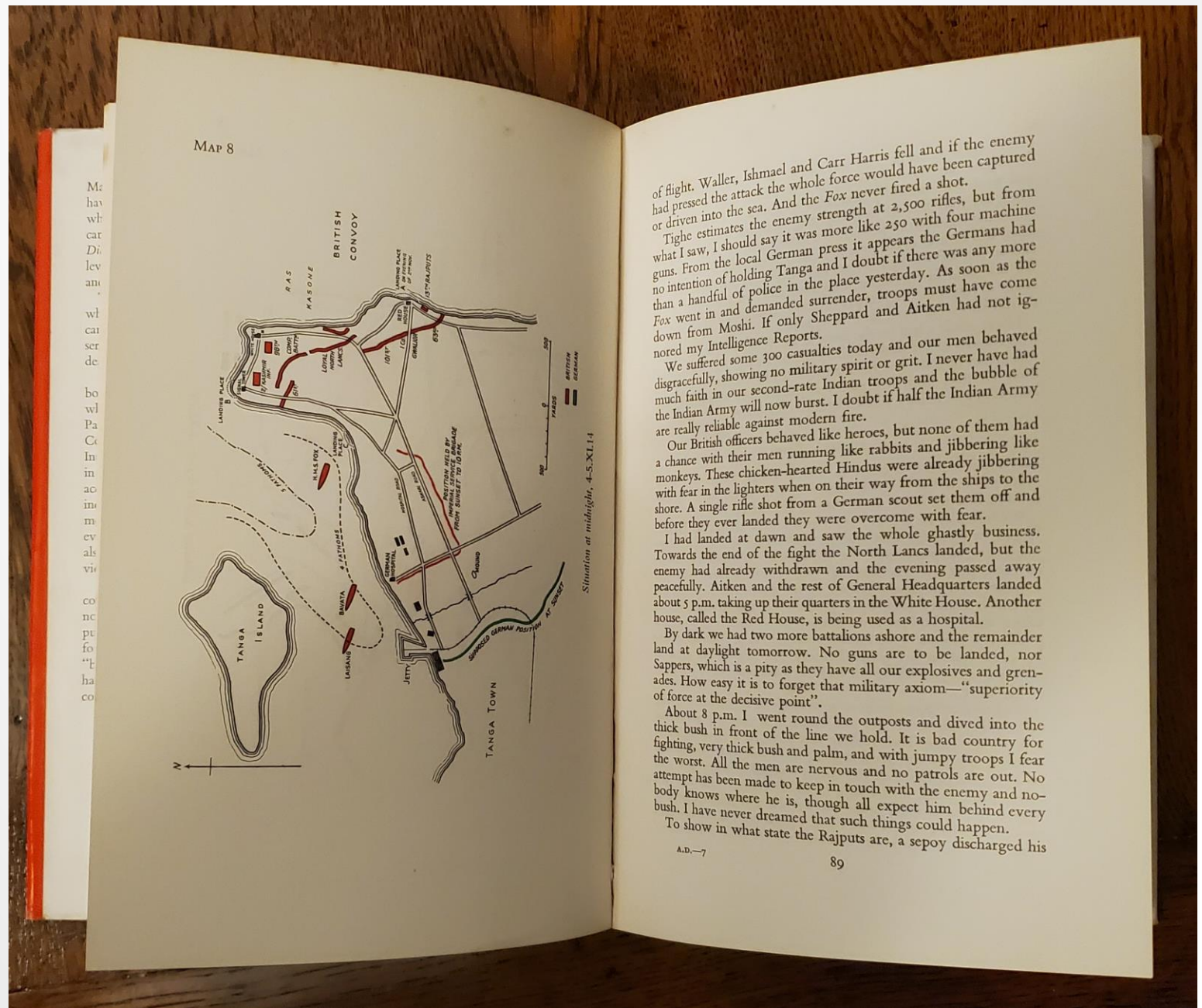
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301p. A few photos and some maps. Pages 82-205 deal with his time in East Africa



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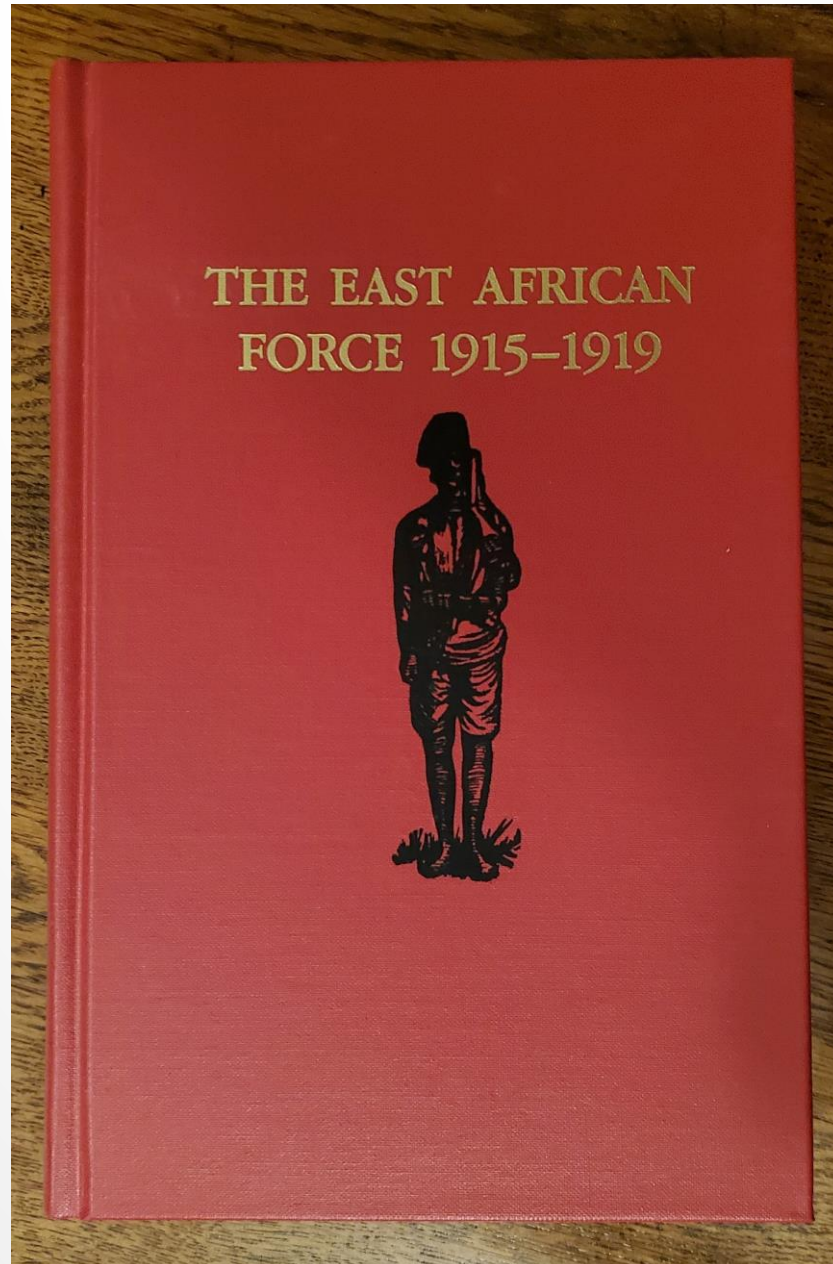
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GENERAL VON LETTOW FORBACH TALKING TO GENERAL SHEPPARD ON ARRIVAL AT DAR-ES-SALAAM AFTER SURRENDER. GOVERNOR VON SCHNEE ON THE RIGHT.
GENERAL VON LETTOW (WEARING HELMET) AND MAJOR KRAUT, HIS CHIEF OF STAFF.

THE EAST AFRICAN FORCE 1915—1919

*AN UNOFFICIAL RECORD OF ITS CREATION
AND FIGHTING CAREER; TOGETHER WITH
SOME ACCOUNT OF THE CIVIL AND MILITARY
ADMINISTRATIVE CONDITIONS IN EAST
AFRICA BEFORE AND DURING THAT PERIOD*

BY
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C.B., C.M.G., D.S.O.

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MOTOR TRANSPORT ON BLACK COTTON SOIL DURING THE RAIN.
LABOUR CORPS. AN AMMUNITION COLUMN.

PREPARATIONS FOR CAMPAIGN 97

decided to work were to lay a light railway as far as possible inland from Kilwa, use light motor transport from rail-head, and porters to give the columns a radius of action in country where the absence of roads of any sort precluded the use of motors. As to light railway material, there was a certain amount of track which had been used for plantation work, and some which had been in use at Handeni. South Africa was also able to supply some. The shops at Dar-es-Salaam were available to convert motor-cars to serve as tractors on the railway.

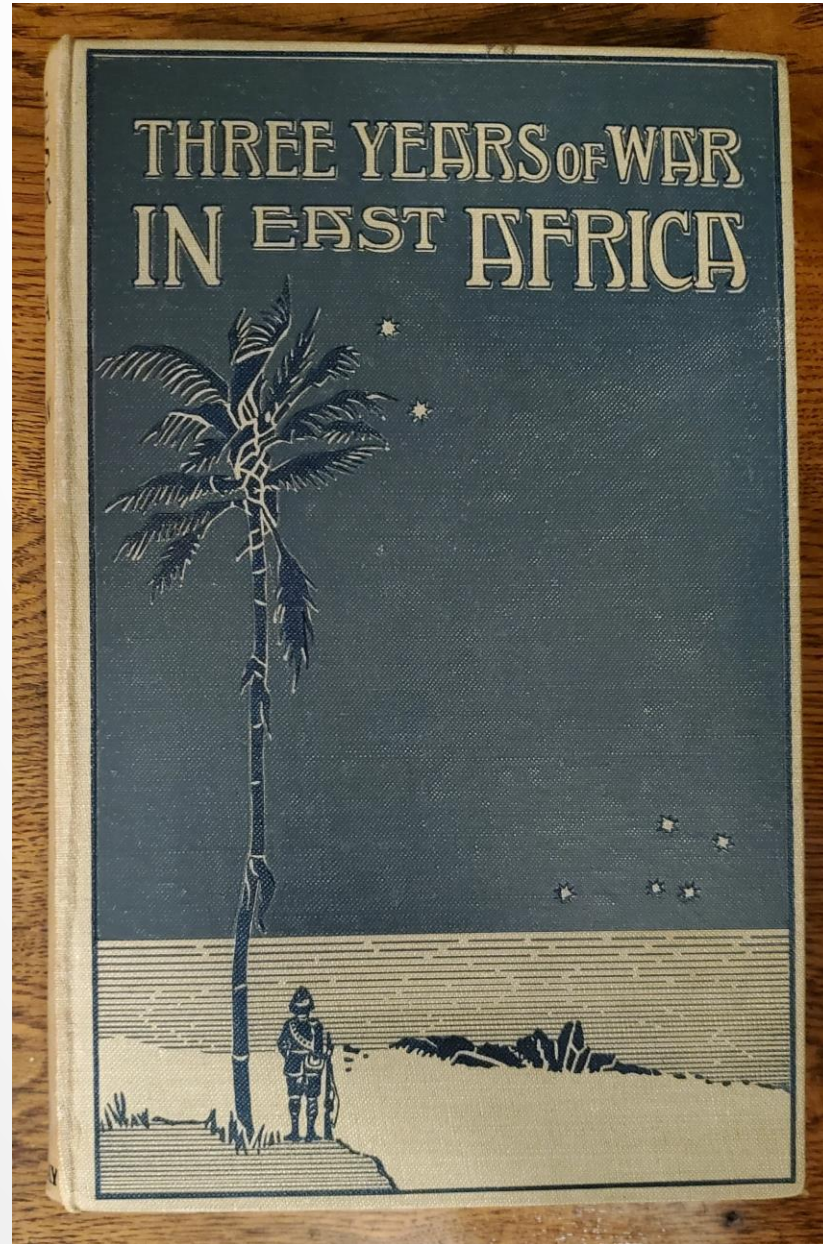
The construction of the track was energetically taken in hand by the railway department, and very good progress was made in spite of the drawbacks of bad weather and bad climate. The War Office was urged to supply the light motors required for use beyond rail-head, and, when it at last realised the need, managed, in spite of world shortage due to the great numbers required for other theatres, to arrange a supply, from America, of some very efficient cars. South Africa and India were called on, and a good many cars were obtained from those two countries; some being fitted with transport bodies in the workshops there, others being sent as they were, and fitted up in the shops at Dar-es-Salaam.

The porter-supply question was the one that really caused most anxiety. Up to that time British East Africa had supplied the great majority of the porters, but now it seemed as if

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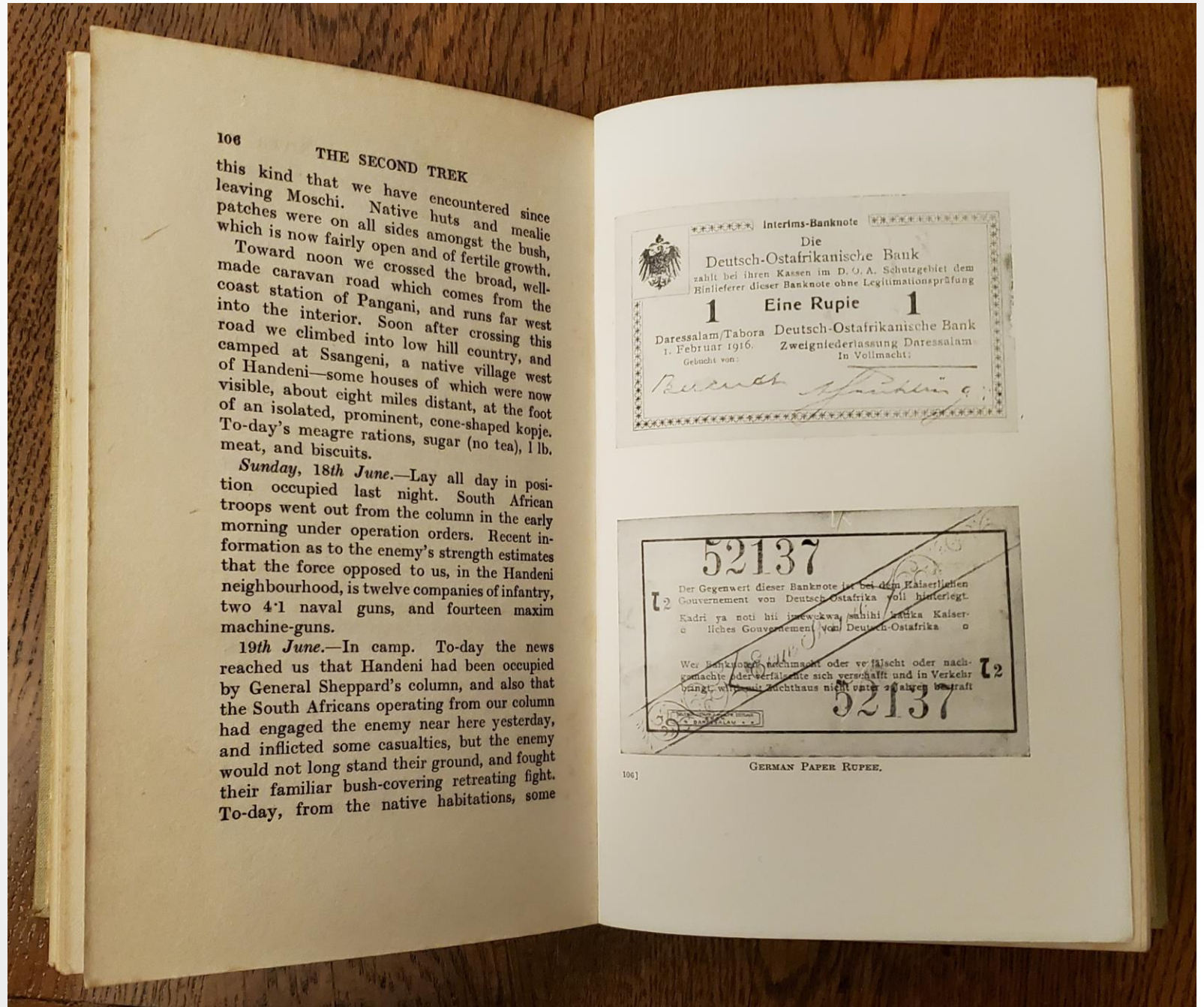
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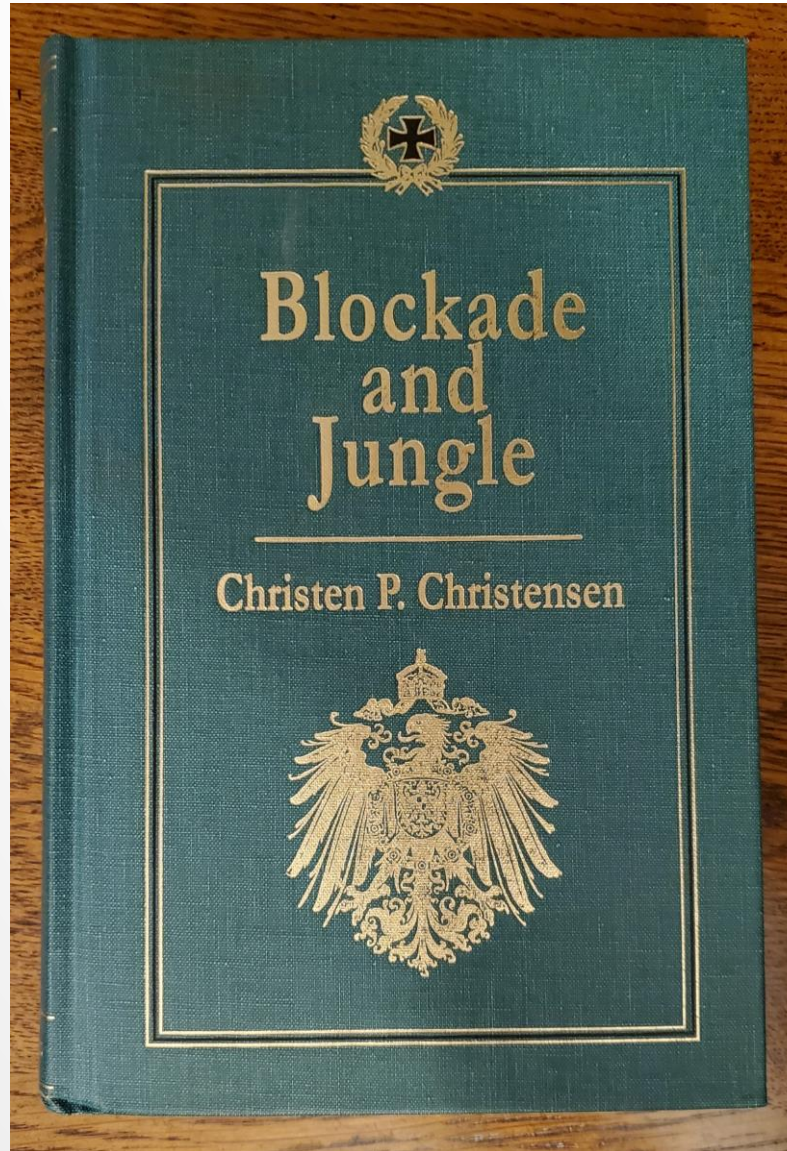
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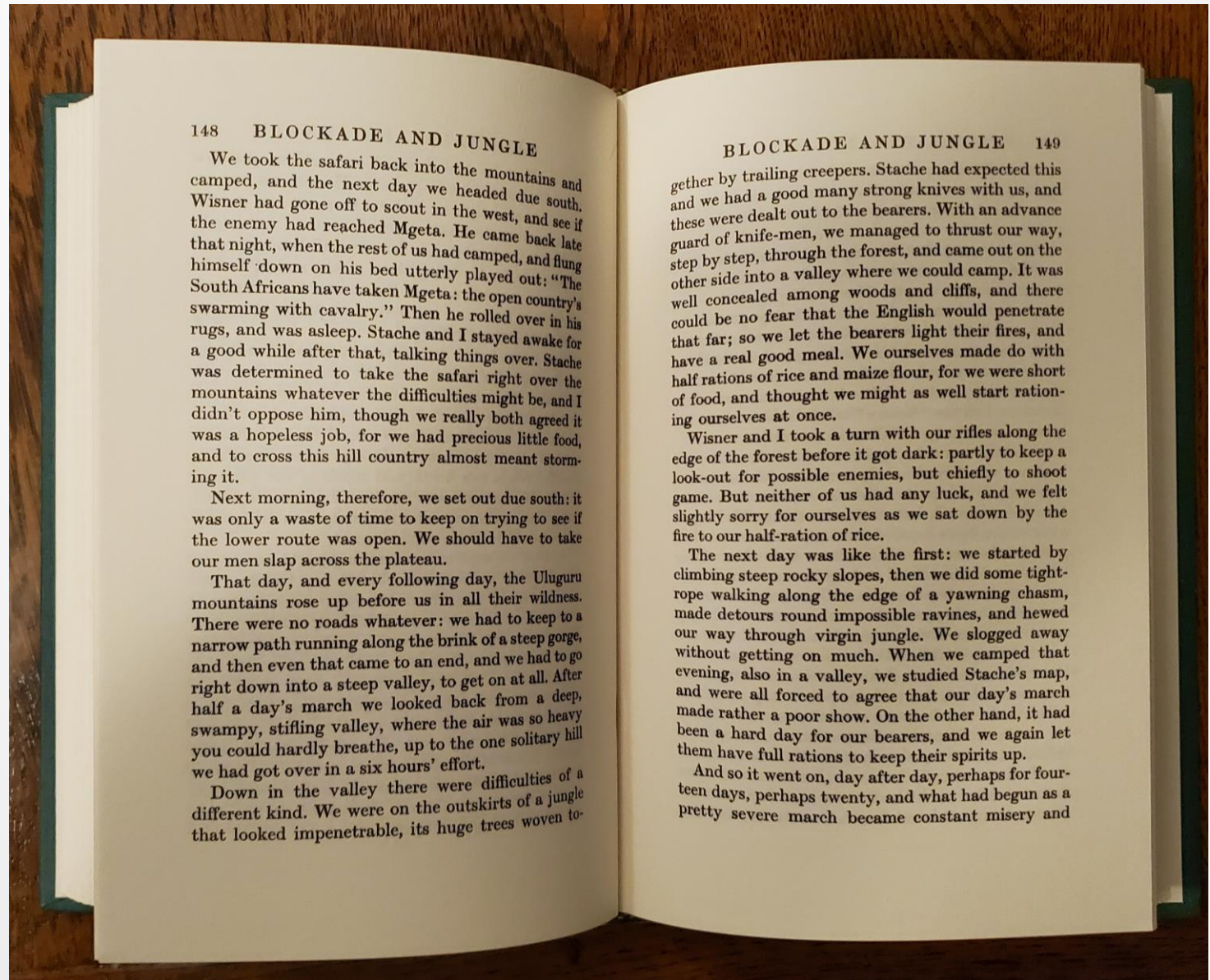
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We took the safari back into the mountains and camped, and the next day we headed due south. Wisner had gone off to scout in the west, and see if the enemy had reached Mgeta. He came back late that night, when the rest of us had camped, and flung himself down on his bed utterly played out: "The South Africans have taken Mgeta: the open country's swarming with cavalry." Then he rolled over in his rugs, and was asleep. Stache and I stayed awake for a good while after that, talking things over. Stache was determined to take the safari right over the mountains whatever the difficulties might be, and I didn't oppose him, though we really both agreed it was a hopeless job, for we had precious little food, and to cross this hill country almost meant storming it.

Next morning, therefore, we set out due south: it was only a waste of time to keep on trying to see if the lower route was open. We should have to take our men slap across the plateau.

That day, and every following day, the Uluguru mountains rose up before us in all their wildness. There were no roads whatever: we had to keep to a narrow path running along the brink of a steep gorge, and then even that came to an end, and we had to go right down into a steep valley, to get on at all. After half a day's march we looked back from a deep, swampy, stifling valley, where the air was so heavy you could hardly breathe, up to the one solitary hill we had got over in a six hours' effort.

Down in the valley there were difficulties of a different kind. We were on the outskirts of a jungle that looked impenetrable, its huge trees woven to-

gether by trailing creepers. Stache had expected this and we had a good many strong knives with us, and these were dealt out to the bearers. With an advance guard of knife-men, we managed to thrust our way, step by step, through the forest, and came out on the other side into a valley where we could camp. It was well concealed among woods and cliffs, and there could be no fear that the English would penetrate that far; so we let the bearers light their fires, and have a real good meal. We ourselves made do with half rations of rice and maize flour, for we were short of food, and thought we might as well start rationing ourselves at once.

Wisner and I took a turn with our rifles along the edge of the forest before it got dark: partly to keep a look-out for possible enemies, but chiefly to shoot game. But neither of us had any luck, and we felt slightly sorry for ourselves as we sat down by the fire to our half-ration of rice.

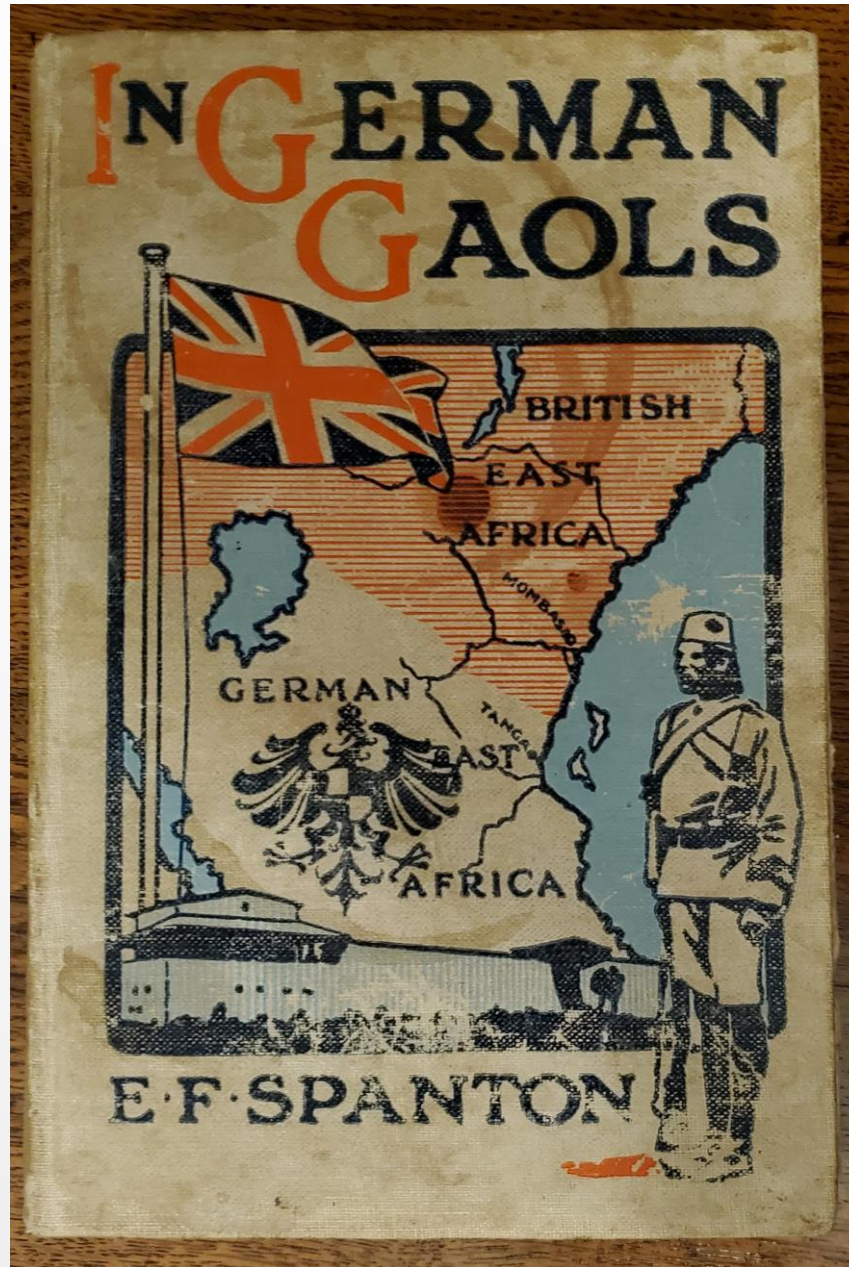
The next day was like the first: we started by climbing steep rocky slopes, then we did some tight-rope walking along the edge of a yawning chasm, made detours round impossible ravines, and hewed our way through virgin jungle. We slogged away without getting on much. When we camped that evening, also in a valley, we studied Stache's map, and were all forced to agree that our day's march made rather a poor show. On the other hand, it had been a hard day for our bearers, and we again let them have full rations to keep their spirits up.

And so it went on, day after day, perhaps for fourteen days, perhaps twenty, and what had begun as a pretty severe march became constant misery and

LOT 41

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Hardback. A little frail with a loose photo.
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missionary interned by the Germans early
in the war. A rare volume



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However, notwithstanding these disadvantages, Mpwapwa had its good points—the food was luxurious compared to that which we had been given recently at Kilimatinde, for it included fresh butter and milk-cheese of excellent quality, potatoes, beans, and salad, none of which desirable articles of diet had we seen for a long time past; in fact, if our room had not been so crowded, hot, and generally inadequate, and if we had been allowed to walk about a little instead of being beset by native soldiers as if we had been dangerous criminals, we should have quite enjoyed our short stay.

After four days at Mpwapwa, we started off for our new prison in the hills about six o'clock in the morning; the road first led straight in a westerly direction for about an hour, then turned north towards the mountains, passing a Mission station of the C.M.S. at a place called Kisokwe, where we looked with somewhat envious eyes at fruit-trees and other delights, and then began to ascend a high narrow valley, following the course of a nearly dry mountain stream, which we continually crossed and recrossed. We mounted higher and higher, very gradually for the most part, till at last we saw the plateau far below us, and found ourselves very much among the hills; after about five hours' walking the advance guard of our party arrived at its destination, 6,500 feet above the sea. A stone house, with a roof of corrugated iron, had been built on the top of one of the highest hills to serve as a sanatorium for the C.M.S., and during the hot season their workers had been wont to come up from the dusty plains for a fortnight or three weeks of rest and mountain air. But circumstances alter cases, and a neighbourhood which may

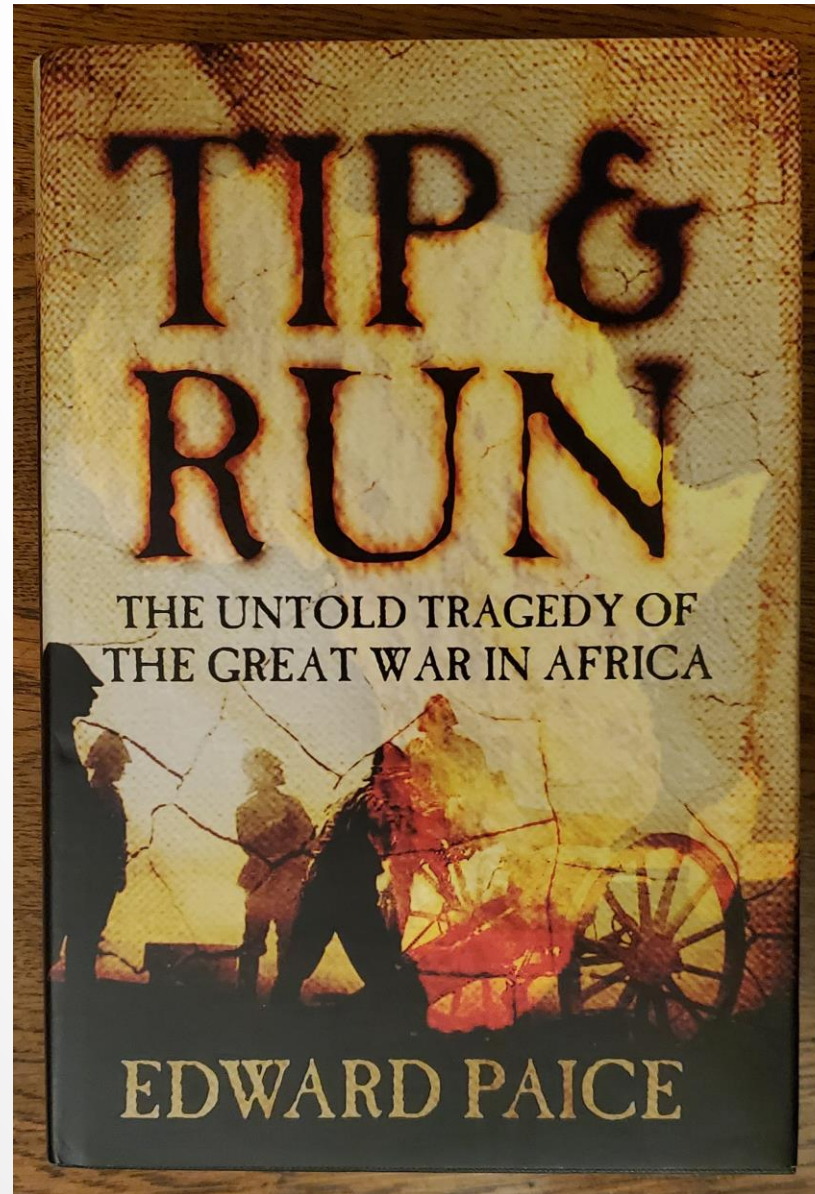


THE KIBORIANI "DINING-ROOM"

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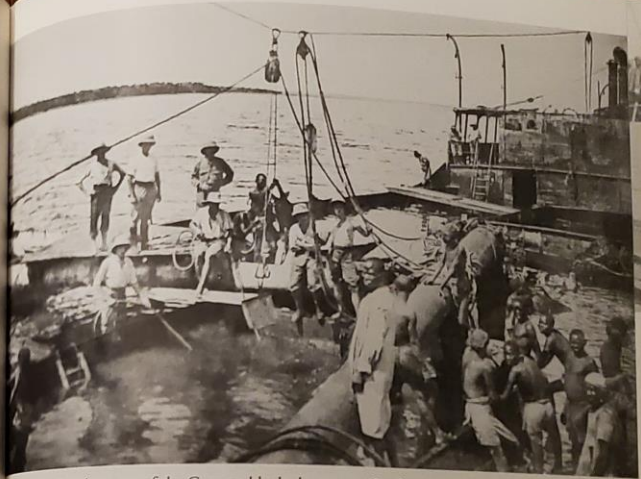
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season. 'Our evening meal was not a jovial one,' Lane remarked; 'we were told to expect an attack.'²⁵

February 12 1916 was the South Africans' Tanga, its 'welcome to East Africa' from von Lettow-Vorbeck. Like the Indian Expeditionary Force fifteen months earlier, the 2nd South African Brigade had now had their own experience of assaulting a heavily defended position, deadly sniping from front and rear, and rapid counter-attack. With only one stretcher per company and the nearest dressing station 1,000 yards east of Njoro drift, 7/SAI was forced to leave thirty casualties in the field, and von Lettow-Vorbeck claimed his troops buried sixty men – just under half the South African Brigade's 138 casualties. In military terms, even when the thirty-four casualties among the East African Brigade were included, the loss of life was not disastrously high. But in political terms it was a catastrophe for Smuts: in this single 'reconnaissance in force', which he had been led to believe would be virtually unopposed, one third as many South Africans had been killed and wounded as in the entire German South-West Africa campaign.²⁶ To add indignity to injury, Freeth's 7/SAI had also lost 100 rifles during its retreat as well as a mass of kit and thousands of rounds of ammunition; and the day after the 'First Salaita Show' it was the 130th Baluchis and 2nd Loyal North Lancs who were sent out to retrieve as much South African equipment from the battlefield as they could find.

'The despatch dealing with this attack on Salaita', wrote one regimental historian, 'is a model which might well be adopted by the Staff College when training its future Generals on how to gloss over unpleasant defeats.' It read: 'the enemy was found to be in force and counter-attacked vigorously. General Malleson was compelled to withdraw to Serengeti, but much useful information had been gained and the South Africans had learned some valuable lessons in bush fighting, and been given the opportunity of estimating the fighting qualities of the enemy'.²⁶ More prosaically, and a full year after the battle, the South African Forces' magazine remarked that 'to say... the Salaita hill fight created a painful impression in South Africa is but mildly to express it, especially as it was many weeks before details were allowed to come through'.²⁷ 'Far from Salaita I want to be / Where German snipers can't snipe at me' became a familiar ditty around South African campfires in East Africa; and it was four months before the Johannesburg *Star* carried any detailed news of 'an action the story of which will never be told in its entirety'.²⁸ The

²⁶ Rather unusually, the number of awards presented to South African troops in the German South-West Africa campaign (496) exceeded the number of casualties (424); the number of DSOs (112) alone equalled the number killed (113). See D.R. Forsyth, 'Rewards For War Services: German South-West Africa Campaign 1914-1915', in *Journal of the Military Medal Society of South Africa*, Vol. 29, August 1987.

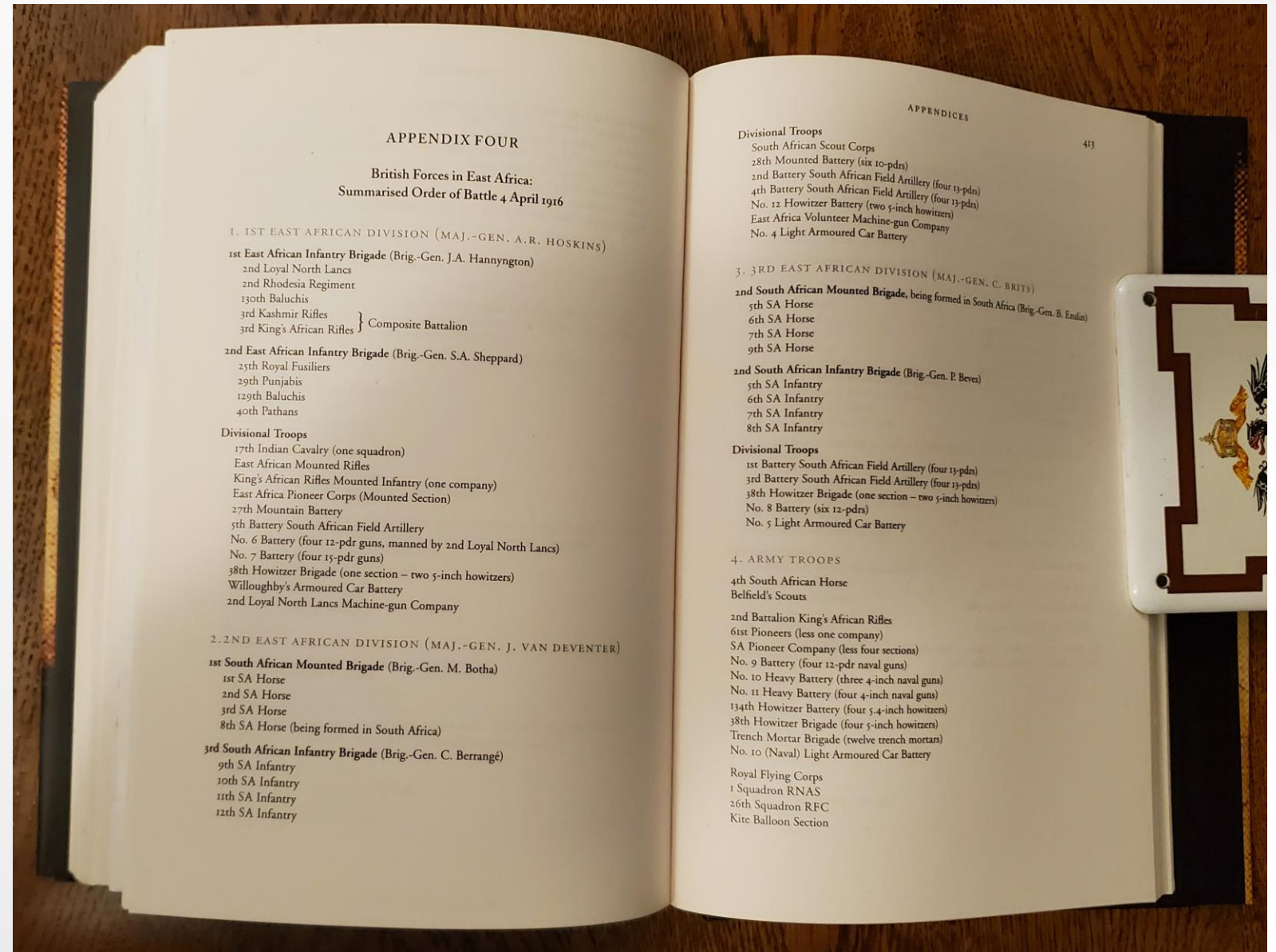


Salvaging the cargo of the German blockade-runner *Kronborg* in Mansa Bay



One of the starboard gun crews of HMAS *Pioneer* with their mascot, Ben

Tip & Run (Edward Paice. 2007) Hardback + d/w 488p + photos. Excellent modern account of the war in EA with appendices on German & British forces there.



APPENDIX FOUR

British Forces in East Africa: Summarised Order of Battle 4 April 1916

1. 1ST EAST AFRICAN DIVISION (MAJ.-GEN. A. R. HOSKINS)

1st East African Infantry Brigade (Brig.-Gen. J.A. Hannington)

- 2nd Loyal North Lancers
- 2nd Rhodesia Regiment
- 130th Baluchis
- 3rd Kashmir Rifles
- 3rd King's African Rifles } Composite Battalion

2nd East African Infantry Brigade (Brig.-Gen. S.A. Sheppard)

- 25th Royal Fusiliers
- 29th Punjabis
- 129th Baluchis
- 40th Pathans

Divisional Troops

- 17th Indian Cavalry (one squadron)
- East African Mounted Rifles
- King's African Rifles Mounted Infantry (one company)
- East Africa Pioneer Corps (Mounted Section)
- 27th Mountain Battery
- 5th Battery South African Field Artillery
- No. 6 Battery (four 12-pdr guns, manned by 2nd Loyal North Lancers)
- No. 7 Battery (four 15-pdr guns)
- 38th Howitzer Brigade (one section – two 5-inch howitzers)
- Willoughby's Armoured Car Battery
- 2nd Loyal North Lancers Machine-gun Company

2. 2ND EAST AFRICAN DIVISION (MAJ.-GEN. J. VAN DEVENTER)

1st South African Mounted Brigade (Brig.-Gen. M. Botha)

- 1st SA Horse
- 2nd SA Horse
- 3rd SA Horse
- 8th SA Horse (being formed in South Africa)

3rd South African Infantry Brigade (Brig.-Gen. C. Berrangé)

- 9th SA Infantry
- 10th SA Infantry
- 11th SA Infantry
- 12th SA Infantry

APPENDICES

413

Divisional Troops

- South African Scout Corps
- 28th Mounted Battery (six 10-pdrs)
- 2nd Battery South African Field Artillery (four 13-pdrs)
- 4th Battery South African Field Artillery (four 13-pdrs)
- No. 12 Howitzer Battery (two 5-inch howitzers)
- East Africa Volunteer Machine-gun Company
- No. 4 Light Armoured Car Battery

3. 3RD EAST AFRICAN DIVISION (MAJ.-GEN. C. BRITS)

2nd South African Mounted Brigade, being formed in South Africa (Brig.-Gen. B. Enslin)

- 5th SA Horse
- 6th SA Horse
- 7th SA Horse
- 9th SA Horse

2nd South African Infantry Brigade (Brig.-Gen. P. Beves)

- 5th SA Infantry
- 6th SA Infantry
- 7th SA Infantry
- 8th SA Infantry

Divisional Troops

- 1st Battery South African Field Artillery (four 13-pdrs)
- 3rd Battery South African Field Artillery (four 13-pdrs)
- 38th Howitzer Brigade (one section – two 5-inch howitzers)
- No. 8 Battery (six 12-pdrs)
- No. 5 Light Armoured Car Battery

4. ARMY TROOPS

4th South African Horse

Belfield's Scouts

2nd Battalion King's African Rifles

- 61st Pioneers (less one company)
- SA Pioneer Company (less four sections)
- No. 9 Battery (four 12-pdr naval guns)
- No. 10 Heavy Battery (three 4-inch naval guns)
- No. 11 Heavy Battery (four 4-inch naval guns)
- 134th Howitzer Battery (four 5.4-inch howitzers)
- 38th Howitzer Brigade (four 5-inch howitzers)
- Trench Mortar Brigade (twelve trench mortars)
- No. 10 (Naval) Light Armoured Car Battery

Royal Flying Corps

- 1 Squadron RNAS
- 26th Squadron RFC
- Kite Balloon Section

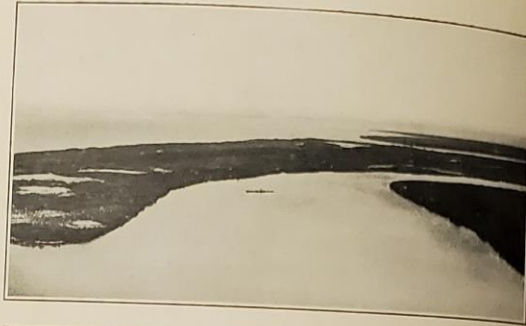
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287p + photos and maps. The first authoratative account of the tracking and attacking of the Konigsberg.



The Konigsberg Adventure (Keble Chatterton. c.1930) Hardback 287p + photos and maps. The first authoratative account of the tracking and attacking of the Konigsberg.



THE BLOCKSHIP

The lower illustration shows the ex-coller *Newbridge* after being sunk across the river in an attempt to bottle up the *Königsberg*. The upper photograph was taken from the air and shows *Newbridge* athwart the deepest part of the channel. Observe the winding character of the Rufiji rivers.

RUNNING THE GAUNTLET 91

the last man had left her. But before that could come to pass she must get right through the hot defile which the flotilla this morning had failed to penetrate. A conning-tower of steel plating was accordingly built on the forebridge to afford some protection to the wheel, the helmsman, and the officer. So, too, the anchor party on the fo'c'sle and poop must be defended, for which reason both plating and sandbags were put around.

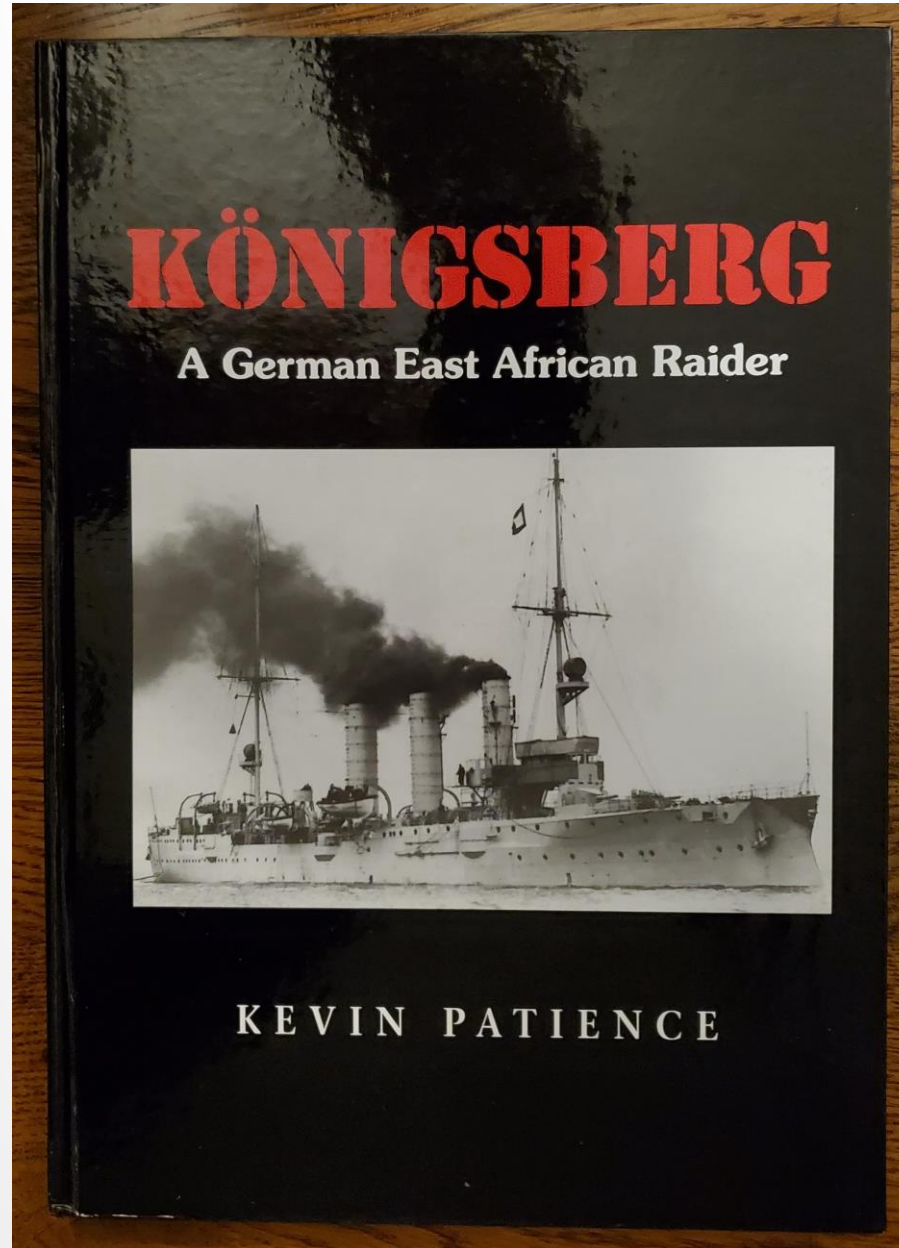
As to the personnel, the whole of *Newbridge's* crew were put ashore at Zanzibar, with the exception of her Master, First Officer and Chief Engineer, who were to remain until the ship arrived off the Rufiji. The volunteer crew consisted of 1 Lieutenant, 7 seamen and 9 engine-room ratings, all from H.M.S. *Chatham*. So rapidly had everything been carried out, that by the evening of the 8th *Newbridge* and *Chatham* left Zanzibar, passed through the North Mafia Channel and, having reached a position some 11 miles from the delta, let go anchor next afternoon to complete final details.

The day chosen for the big attempt at blocking up the *Königsberg* was November 10, and two conditions were required. Firstly, in order to make it possible that men and vessels could survive the terrible defile at Simba Uranga mouth, the only hope relied on the element of surprise, which in turn meant employing the cover of darkness. On the other hand, owing to the navigational conditions and the strong tide of a river that not one of these British subjects had ever so much as seen beyond the trees, daylight was indispensable from the moment of reaching the Kiomboni peninsula. It was therefore decided to make the approach of the shore just before daylight, which comes suddenly in those latitudes, and synchronise the time of sunrise with the flotilla's arrival at the river mouth. Secondly, it must be flood tide, with plenty of the same; for the vessels would need every assistance in regard to speed, shoal dodging, and to ensure the blockship swinging across stream when anchored. At the same

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Konigsberg - A German East African Raider
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connected to the Konigsberg. Many photos
including subsequent shots in 1930, 1948,
etc



Konigsberg - A German East African Raider
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including subsequent shots in 1930, 1948,
etc



The blockship Newbridge

returned with few casualties and later it was announced that "*Königsberg was imprisoned and unable to do any more harm*". The truth was that Looft could have used another branch of the delta to attempt to escape but with so many guns ranged against him and a shortage of coal he could not have gone far. A year later decorations for the success of the operation were published in the London Gazette.

With *Königsberg* under surveillance in the delta, attention turned to disabling the three ships in Dar es Salaam. On the 28th H.M.S. Goliath, Fox, Duplex and the tug Helmuth anchored off the port and sent in a demolition crew under a flag of truce. Having attended to the ships they suddenly without warning came under heavy fire and with great difficulty and some casualties managed to return to the Goliath. The operation had been successful and resulted in a number of gallantry awards including the first naval Victoria Cross of the war to Commander Henry Ritchie. No sooner had the ships departed than the Germans decided to sink the *König* across the channel as an additional obstruction. However the ship swung on the tide and grounded on the edge of the channel, still enabling large vessels to pass.



Wreck of the König

It was Drury-Lowe aboard *Chatham* that suggested the then novel idea of using an aircraft to keep an eye on *Königsberg*. King-Hall in *Hyacinth* was at Simons Town when he learnt of two American Curtiss F Hydroplanes being used to give joy rides round Durban harbour. These aircraft had become the standard flying boat trainer for the United States Navy. With a top speed of 65 mph and side by side seating it was an ideal aircraft and two had been brought to South Africa and were being flown by a Mr Dennis Cutler. King-Hall drew up a contract leasing the seaplane for £150 a month with a clause to cover total loss for £2,000 and Cutler was commissioned as a Flt. Sub Lt. in the Royal Naval Air Service.



Dennis Cutler in the Curtiss

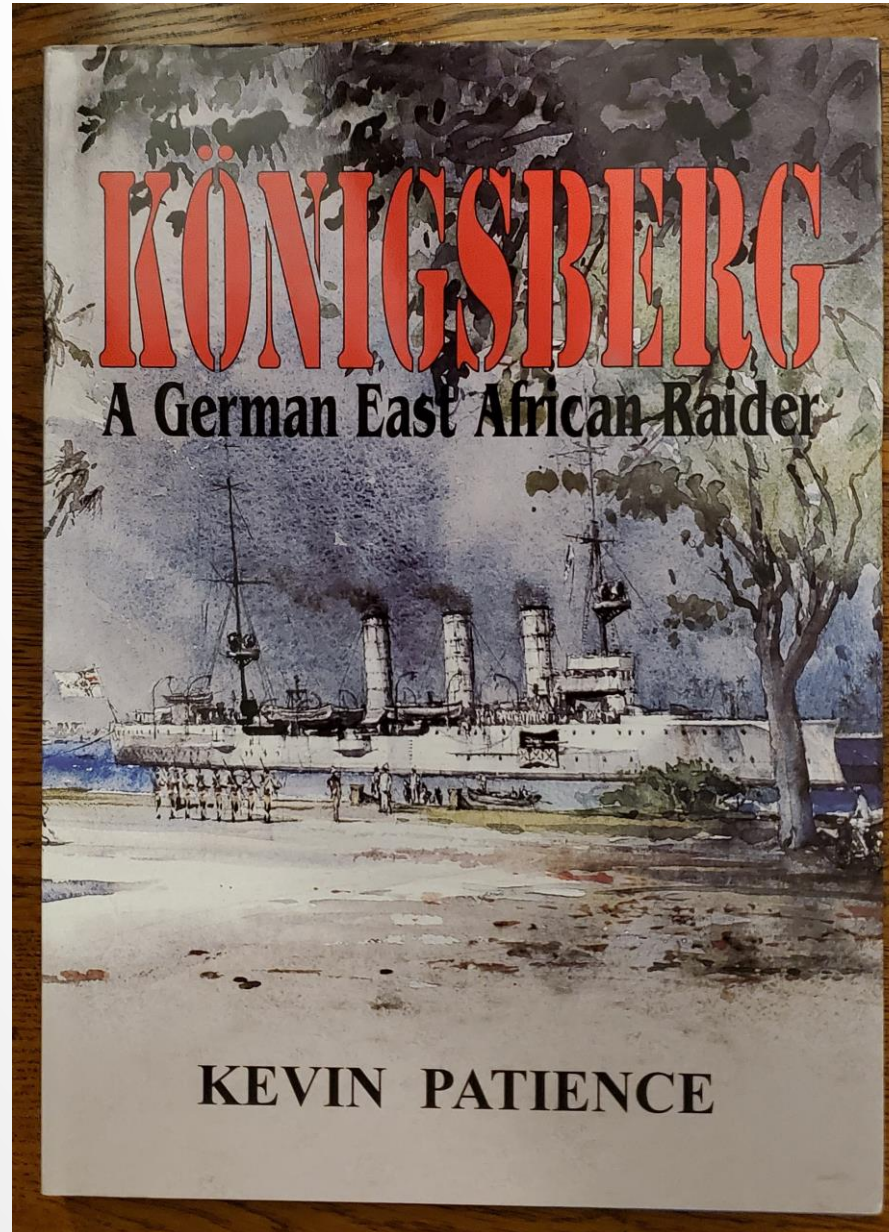
The recently requisitioned passenger steamer *Kinfauns Castle* became mother ship to the seaplane and crew and Niororo Island twenty miles off the delta, became the base of operations. The aircraft required some repair work before Cutler took off for his first flight on 19th November. Without a compass he lost his way in cloud and landed at Okusa Island, thirty miles to the south. Recovered by *Chatham*, the aircraft required further repairs and the radiator leaked so badly that one was removed from a model T Ford in Mombasa and brought down by H.M.S. Fox.

Three days later the Curtiss was airborne over the delta, on landing the hull was severely damaged and Cutler's report of *Königsberg's* position nearly ten miles inland was received with scepticism by Drury-Lowe as the channel was not marked as navigable. While *Chatham* intercepted dhows carrying provisions for *Königsberg*, *Kinfauns Castle* was despatched to collect the second hull from Durban. On its return the aircraft was rebuilt and Cutler accompanied by Captain Crampton of the *Kinfauns Castle* confirmed Cutler's original report that the raider was out of range of British guns. Further flights were made over the next few days updating the position of

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 Hardback + d/w
 216p. As above but revised and expanded
 edition with many more photos.

watch keeping duties had been dispensed with in the river, boredom set in and the lack of cigarettes became a favourite topic of conversation. The quality of the food deteriorated and shortly afterwards two of the crew died of typhoid and were buried at Salale. Keeping up his men's morale proved difficult with sickness on board, and the advent of the Kaiser's birthday on 27 January gave Looff an excuse for a celebration. That afternoon the crew held a sports meeting with prizes of biscuits, soap and cigarettes, items that had become luxuries on board. Two more crew died of malaria in February.



at the upper reaches

The shortage of coal supplies was not the only problem aboard. What little coal they had was being held in reserve for a possible breakout. Word had been received that a blockade-runner due to arrive in April, was being prepared in Hamburg with additional coal and supplies. The ship was still burning wood and during the daytime, teams of native labour cut and stacked huge piles of mangrove to feed the boilers. Although a relatively hard wood, mangrove burnt quickly in the furnaces and the daily consumption was immense. As fast as it was cut the wood was carried on board and thrown into the bunkers.



Unexpected visitors

The crew were surprised one morning when missionaries and children from a local school arrived to pay their respects. The second British naval vessel to fall prey to German guns was the tug *Adjutant* crewed by men from the *Pegasus*. On the morning of 6 February, during a reconnaissance mission into the Ssimba Uranga mouth, a shell damaged the main steam line and the tug drifted ashore under heavy fire and had to surrender. Able Seaman Piddock was killed and buried by the Germans at Ssimba Uranga, while the remaining nineteen crew were taken aboard the *Königsberg* for interrogation, before being sent to a prison camp at Morogoro, a hundred miles inland from Dar es Salaam. *Pyramus* under a flag of truce obtained the

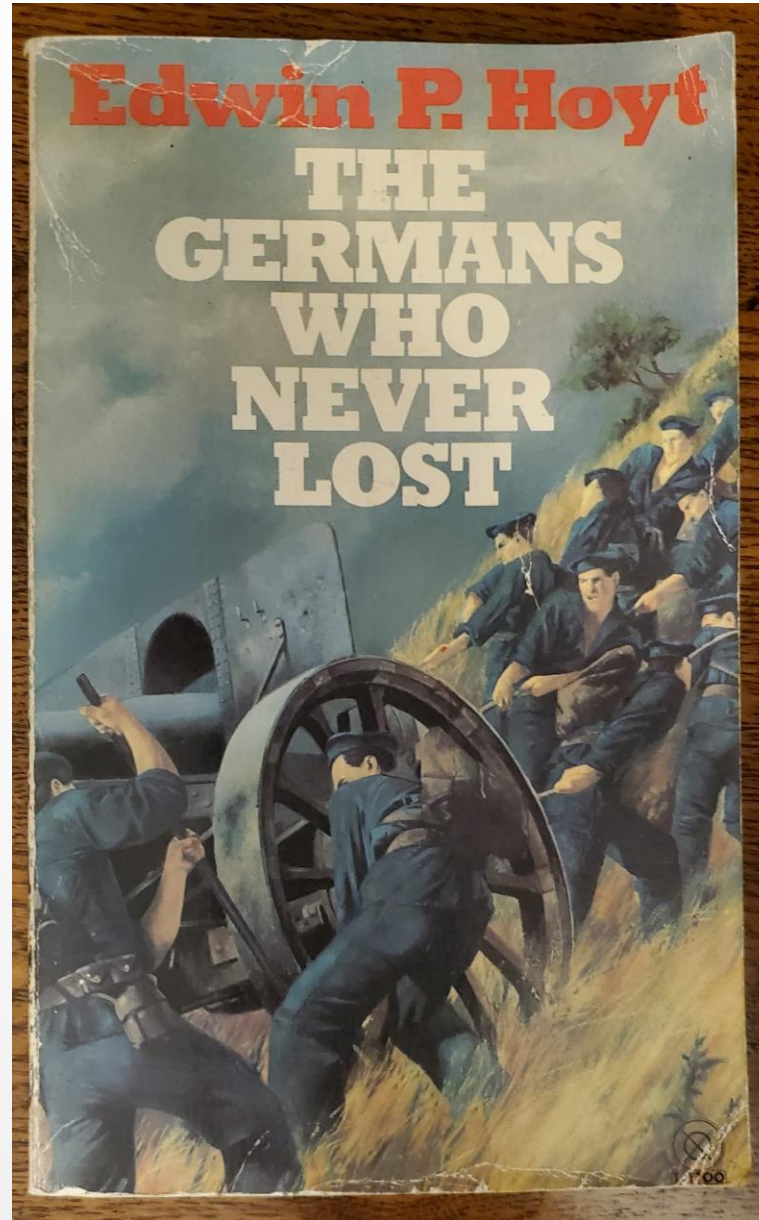


Adjutant aground

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239p. The story of the Konigsberg and particularly what happened to the crew for the rest of the war after its sinking.



The *Konigsberg*, one of Germany's light cruisers which harried Allied commercial shipping during World War I, left port in 1914 for a raiding life around the African coast.

A year later, trapped in the Rufiji Delta, *Konigsberg* was shelled and sunk. But her crew, and their ten 105-mm guns, got ashore. "The *Konigsberg* is destroyed but not beaten," Captain Max Looff reported.

It was the beginning of a three-year running fight through East Africa. Hauling their precious guns over impossible terrain, cut off from home bases and supplies, and crippled with disease, Looff and his men acted as guerillas and assault troops, defeating British forces far larger and better supplied than themselves. When the Armistice was announced, only fifteen of *Konigsberg's* men were left, and one gun. But they had established a modern legend.



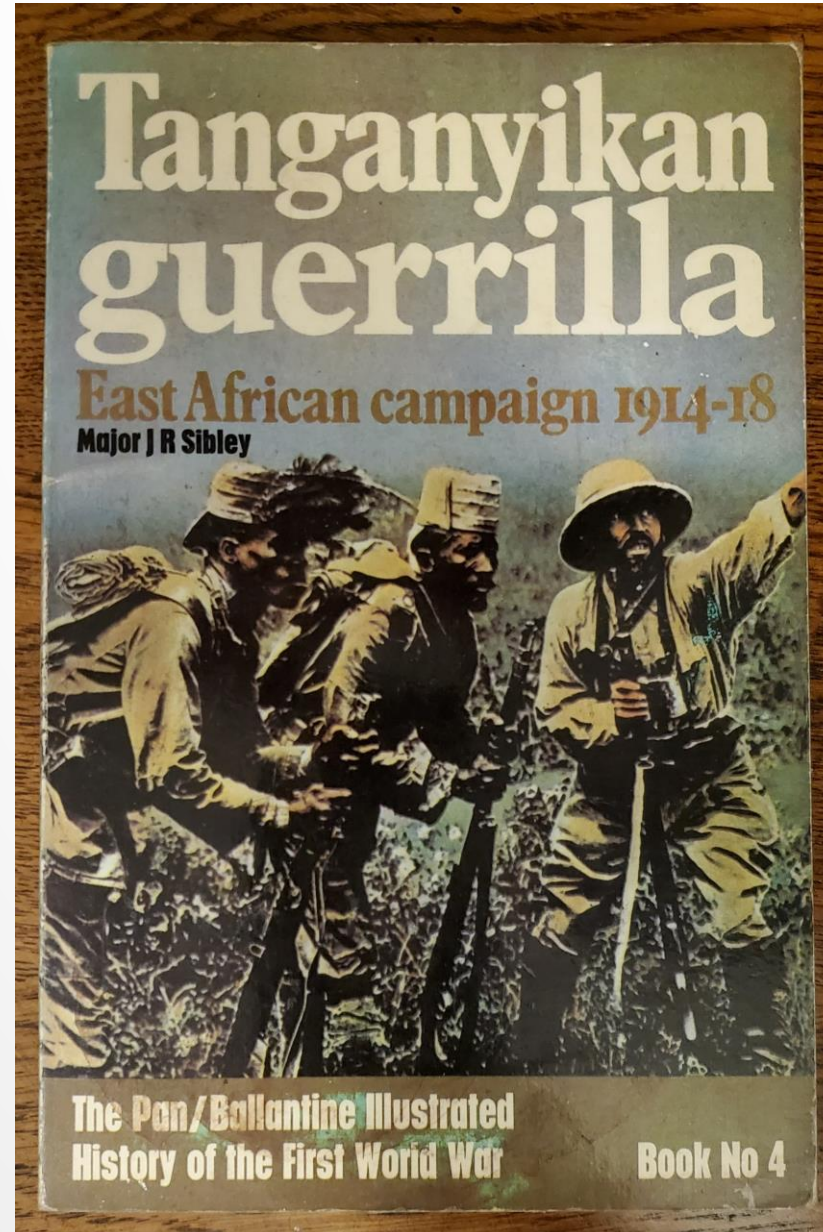
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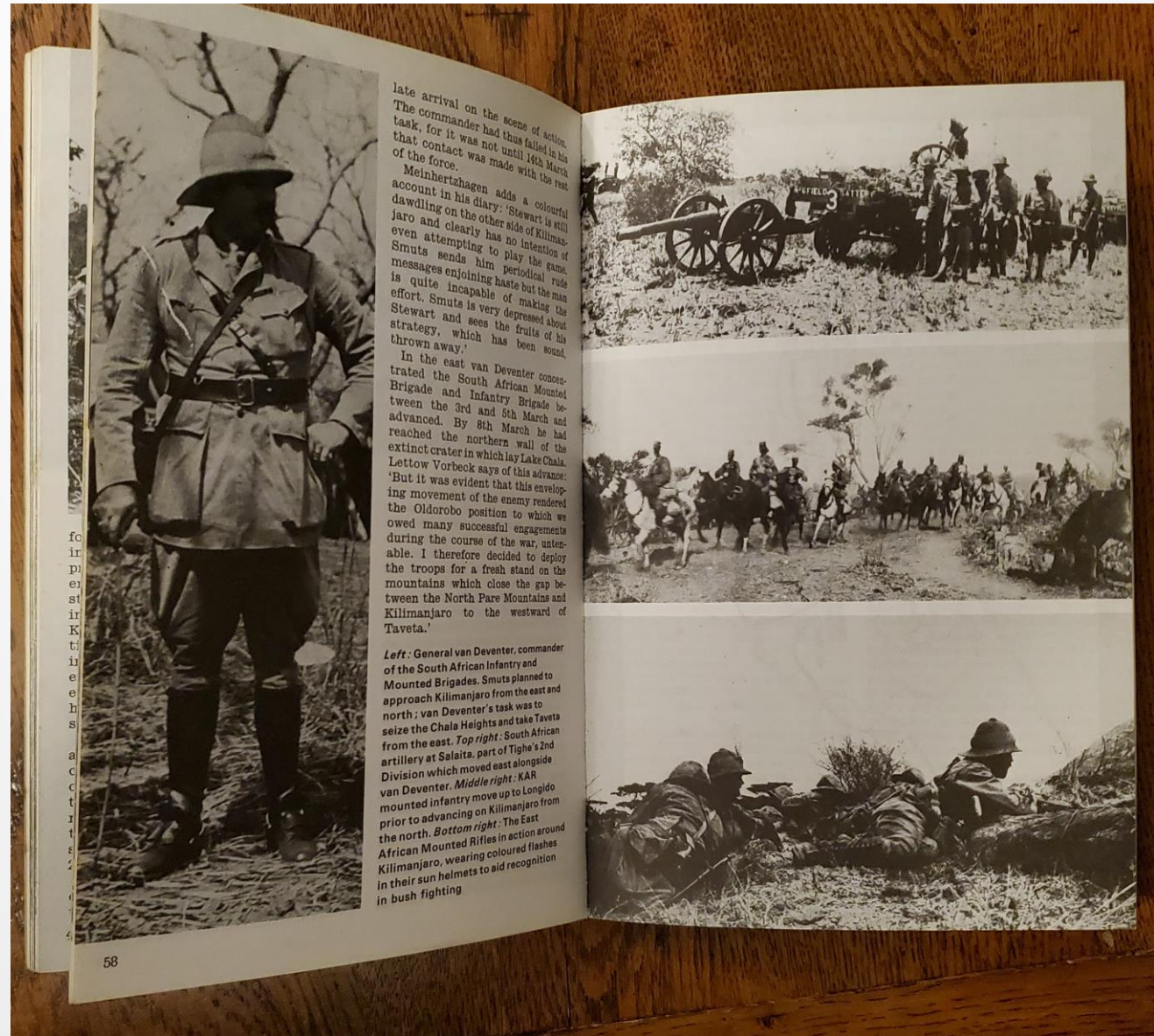
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Paperback
158p + many photos. Still a useful
summary.



Tanganyika Guerilla (Major Sibley. 1971)
 Paperback
 158p + many photos. Still a useful
 summary.



late arrival on the scene of action. The commander had thus failed in his task, for it was not until 14th March that contact was made with the rest of the force.

Meinhertzhagen adds a colourful account in his diary: 'Stewart is still dawdling on the other side of Kilimanjaro and clearly has no intention of even attempting to play the game. Smuts sends him periphrastic messages enjoining haste but the man is quite incapable of making the effort. Smuts is very depressed about strategy, which has been sound, and sees the fruits of his thrown away.'

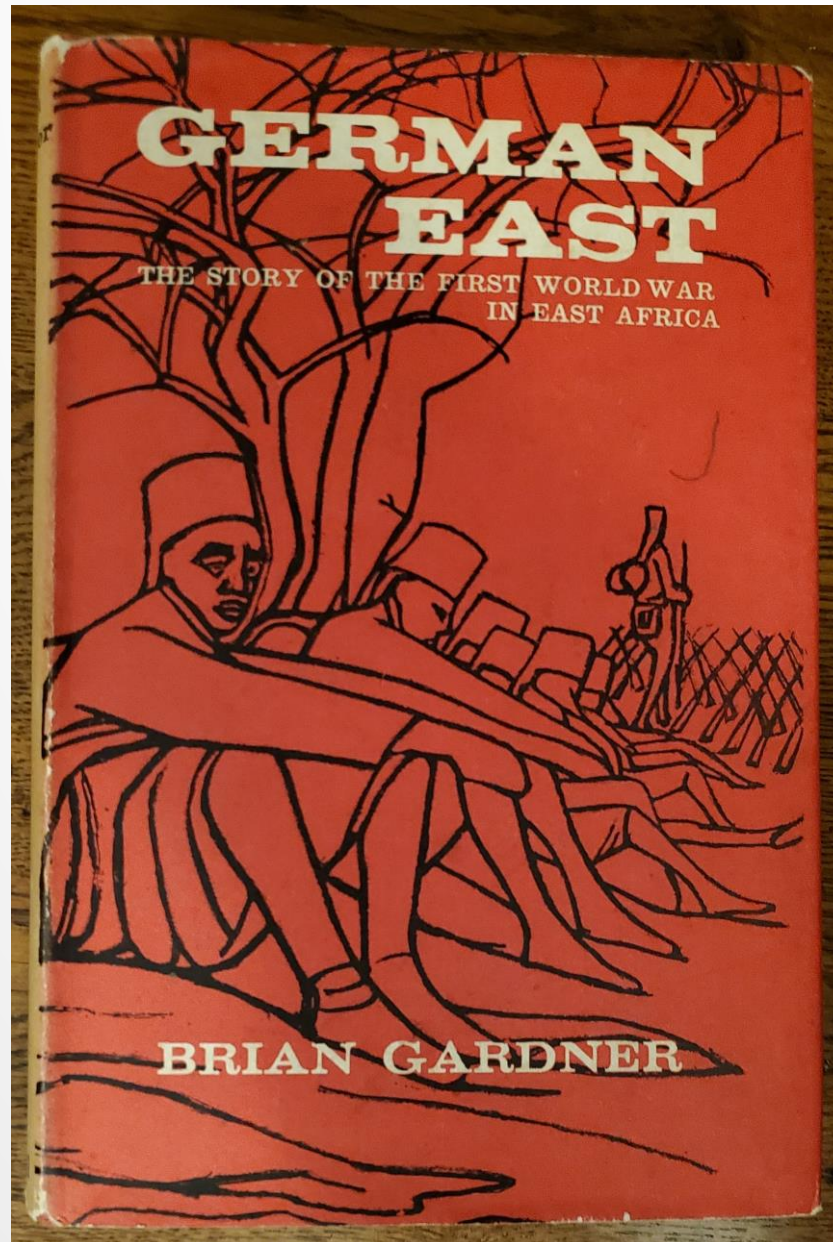
In the east van Deventer concentrated the South African Mounted Brigade and Infantry Brigade between the 3rd and 5th March and advanced. By 8th March he had reached the northern wall of the extinct crater in which lay Lake Chala. Lettow Vorbeck says of this advance: 'But it was evident that this enveloping movement of the enemy rendered the Oldorobo position to which we owed many successful engagements during the course of the war, untenable. I therefore decided to deploy the troops for a fresh stand on the mountains which close the gap between the North Pare Mountains and Kilimanjaro to the westward of Taveta.'

Left: General van Deventer, commander of the South African Infantry and Mounted Brigades. Smuts planned to approach Kilimanjaro from the east and north; van Deventer's task was to seize the Chala Heights and take Taveta from the east. *Top right*: South African artillery at Salaita, part of Tighe's 2nd Division which moved east alongside van Deventer. *Middle right*: KAR mounted infantry move up to Longido prior to advancing on Kilimanjaro from the north. *Bottom right*: The East African Mounted Rifles in action around Kilimanjaro, wearing coloured flashes in their sun helmets to aid recognition in bush fighting

LOT 48

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German East (Brian Gardner. 1963)
Hardback + d/w
213p + few photos. A classic account at its
time.



German East (Brian Gardner. 1963)
Hardback + d/w
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GERMAN EAST

Kronborg, the superstructure had even been changed to make the resemblance more complete (the real *Kronborg* was believed to be on a voyage from Sweden to La Plata at the time). A wireless was secretly installed. Danish-speaking Germans (mostly South Jutlanders) were asked to volunteer for the crew, but none knew where they were heading or the nature of their cargo until some days out at sea. They were given false names and false Danish papers. They were even paid Danish seamen's wages. The only two persons in German East who knew of the voyage were von Lettow and the commander of the *Königsberg*; somehow they had been informed. The *Kronborg's* cargo was coal for the *Königsberg* and arms, ammunition and supplies for von Lettow's army.

The ship made its way across the North Sea, into the Atlantic between the Shetlands and the Orkneys, well west of Ireland and Portugal, then down the west coast of Africa, round the Cape of Good Hope, to the north of Madagascar, and then straight in on a fast run north-west to Tanga.

When the ship was finally cornered by H.M.S. *Hyacinth*, it lowered its Danish flag and steamed full ahead for the shore. The *Hyacinth's* shells hit her and she appeared to be on fire; a party from the British cruiser was sent out to make sure that the destruction was complete. They reported that this was so and the *Hyacinth* steamed off. The German crew had swum ashore and watched their ship burning.

What had happened was that the German commander had ordered the decks soaked in petrol, the burning of which deceived the British. The salvaging of the munitions, most of it in perfect order, although some of the ammunition had suffered from the sea-water and needed attention, took many weeks. There were enough Mauser rifles (1,800) to re-equip a large part of the German force, which had previously been making do with rifles of 1871 pattern. There were four and a half million rounds of small-arms ammunition, several small field-guns and machine guns, and ammunition for them and for the *Königsberg's* guns, and such general supplies as 200 tents and materials for telegraph services and medical supplies. All this was taken by bearer to Tanga, and then by train to Moshi and Taveta. Meinertzhagen claims that one of his agents saw the whole episode and actually assisted in the salvage operations.

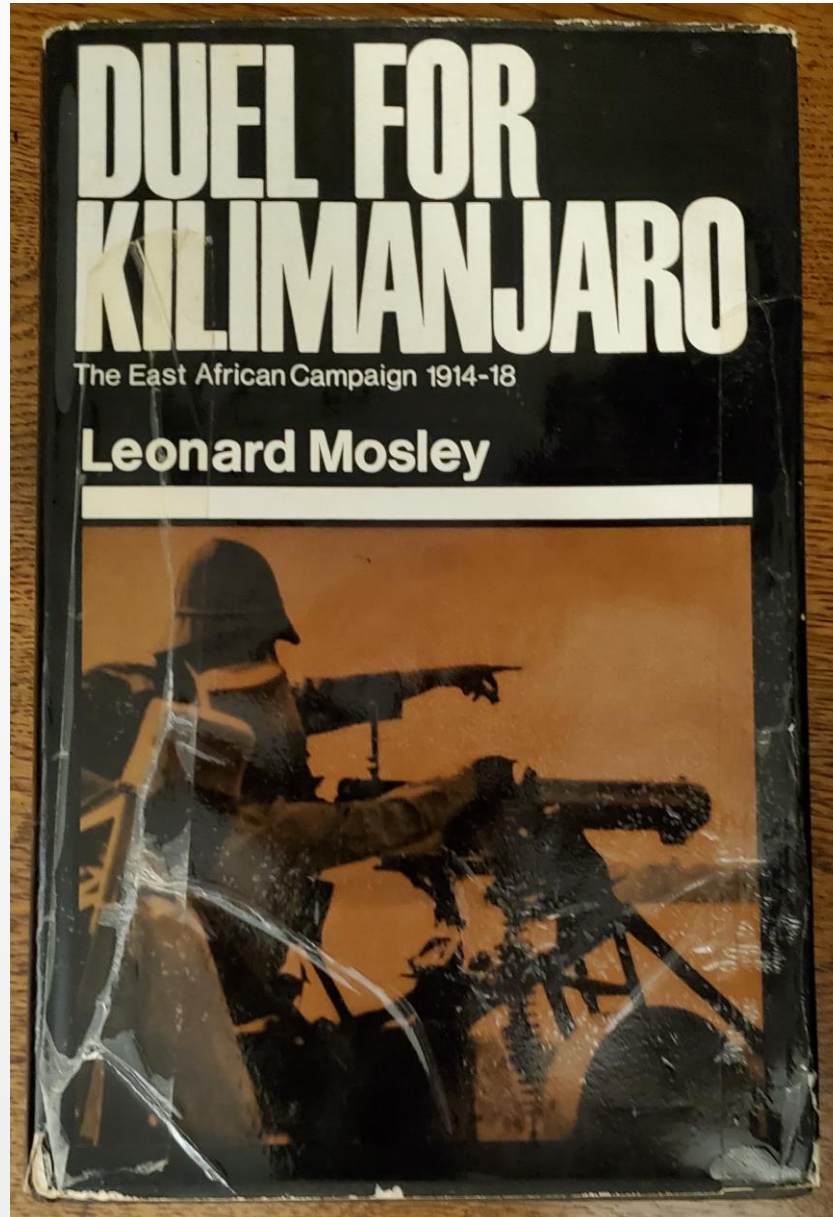


Indian troops embarking at Kisumu for Bakoba, June 20, 1915

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Dual for Kilimanjaro (Leonard Mosley. 1963) Hardback + d/w
. 244p + few photos & maps. A classic account at its time.





19 German Askaris camouflaged for patrol operations

20 A German mounted column of the type which raided British territory



KILIMANJARO

forces were still intact. True, there had been casualties which, for so small a force, were heavy to bear—in all some 250 officers and men. But it was more than ever a fighting force, ready to campaign again.

Their retreat took them south across the Masai steppes to Kondoa-Irangi and the comforting blue mountains beyond it, for Lettow-Vorbeck had decided to base future operations on the line of the Central Railway running across country from Dar es Salaam to Tabora. To join them Lettow-Vorbeck called in his outposts from outlying areas to the North and instructed them to make a fighting retreat towards Kondoa. He himself stayed in the neighbourhood of Kahe for a few days consulting with Major Kraut, to whom he had given the task of defending the line of the Northern Railway back towards Tanga, after which he set off to rejoin his retreating columns. It was an adventurous journey.

'The rain came down harder and harder,' he wrote, 'and the roads became deeper and deeper. At first there were only a few bad places, and twenty or more carriers managed to get us through them by pulling and pushing. The *niempara* [headmen of carriers] went ahead singing and dancing. The whole crowd joined in with "*Amsigo!*" and "*Kabubi, kabubi!*" and to the rhythm of these chants the work went on cheerily, and at first easily enough. But on passing through Tuliene we found that the rains had so swollen an otherwise quite shallow river, that during the morning its torrential waters had completely torn away the wagon bridge. We felled one of the big trees on the bank, but it was not tall enough for its branches to form a firm holdfast on the far side. It was three feet thick but was carried away like a match.'

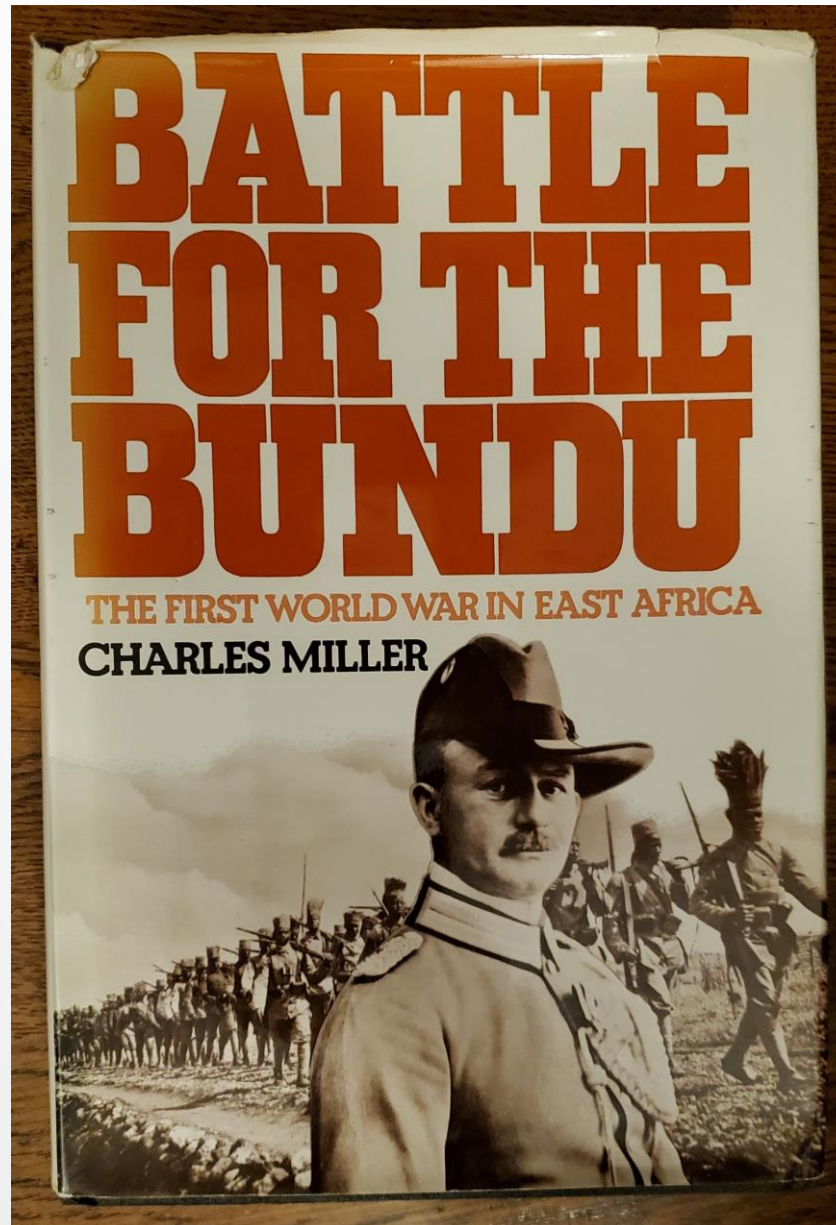
His adjutant, Lieutenant Müller, tried to swim across but was swept back. Another staff officer, Captain Tafel, succeeded in getting across with a few natives, but it was impossible to get a line to him, 'so there we were, Captain Tafel without any clothes on the far side and we on this one. The prospect of having to wait for the river to fall was not enticing, for I could not afford to waste one minute in reaching the head of the marching troops. At last, late in the afternoon, a native said he knew a ford a little lower down . . . We continued our journey the whole night through in pouring rain, and had several times to ride for hours

Dual for Kilimanjaro (Leonard Mosley. 1963) Hardback + d/w . 244p + few photos & maps. A classic account at its time.

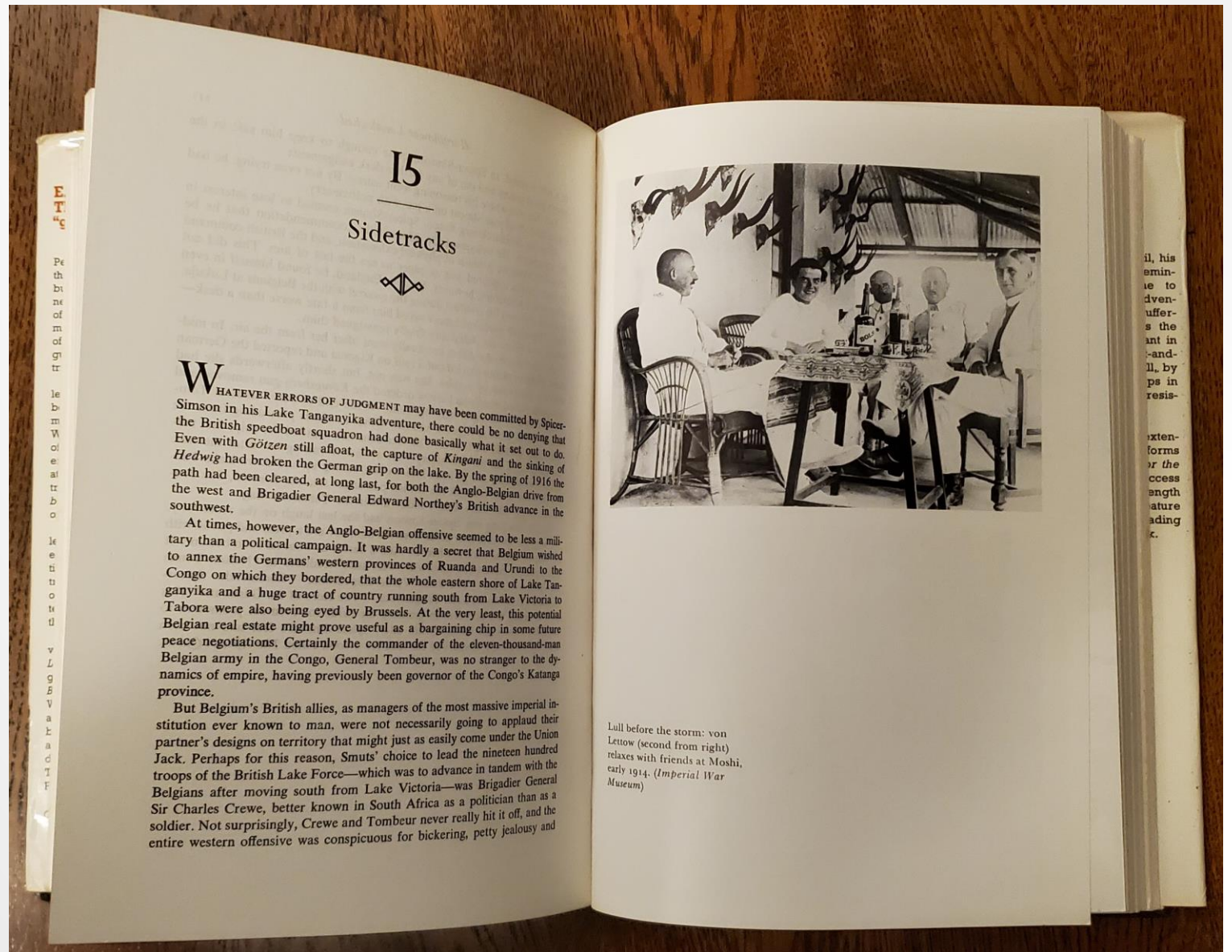
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its time.



Battle for the Bundu (Charles Miller. 1974)
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15

Sidetracks



WHATEVER ERRORS OF JUDGMENT may have been committed by Spicer-Simson in his Lake Tanganyika adventure, there could be no denying that the British speedboat squadron had done basically what it set out to do. Even with *Götzen* still afloat, the capture of *Kingani* and the sinking of *Hedwig* had broken the German grip on the lake. By the spring of 1916 the path had been cleared, at long last, for both the Anglo-Belgian drive from the west and Brigadier General Edward Northey's British advance in the southwest.

At times, however, the Anglo-Belgian offensive seemed to be less a military than a political campaign. It was hardly a secret that Belgium wished to annex the Germans' western provinces of Ruanda and Urundi to the Congo on which they bordered, that the whole eastern shore of Lake Tanganyika and a huge tract of country running south from Lake Victoria to Tabora were also being eyed by Brussels. At the very least, this potential Belgian real estate might prove useful as a bargaining chip in some future peace negotiations. Certainly the commander of the eleven-thousand-man Belgian army in the Congo, General Tombeur, was no stranger to the dynamics of empire, having previously been governor of the Congo's Katanga province.

But Belgium's British allies, as managers of the most massive imperial institution ever known to man, were not necessarily going to applaud their partner's designs on territory that might just as easily come under the Union Jack. Perhaps for this reason, Smuts' choice to lead the nineteen hundred troops of the British Lake Force—which was to advance in tandem with the Belgians after moving south from Lake Victoria—was Brigadier General Sir Charles Crewe, better known in South Africa as a politician than as a soldier. Not surprisingly, Crewe and Tombeur never really hit it off, and the entire western offensive was conspicuous for bickering, petty jealousy and



Lull before the storm: von Lettow (second from right) relaxes with friends at Moshi, early 1914. (Imperial War Museum)

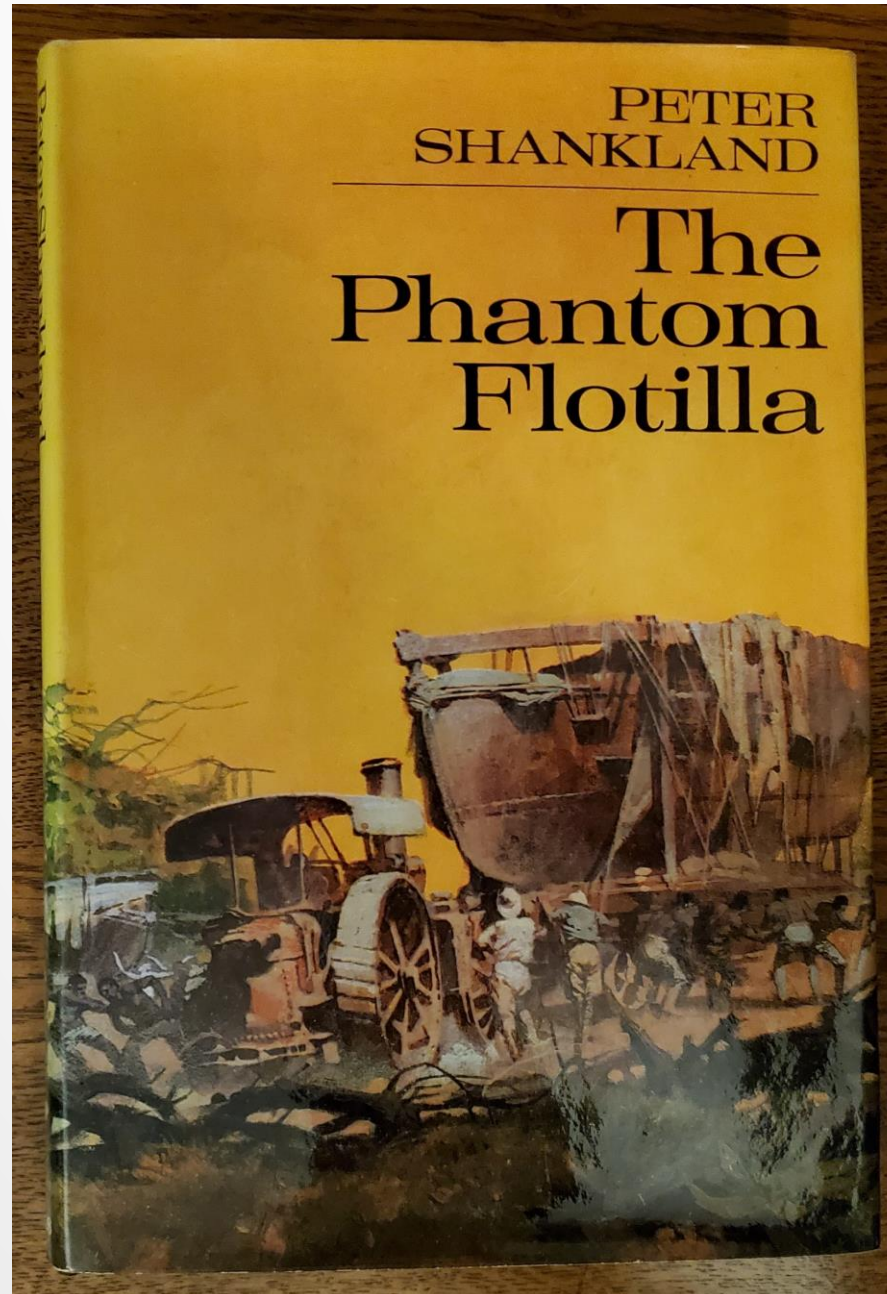
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LOT 51

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The Phantom Flotilla (Peter Shankland. 1968) Hardback + d/w
224p. The classic account of the Naval Africa Expedition to Lake Tanganyika and its attacks on German shipping there. A few photos.



The Phantom Flotilla (Peter Shankland. 1968) Hardback + d/w 224p. The classic account of the Naval Africa Expedition to Lake Tanganyika and its attacks on German shipping there. A few photos.

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Hauling Tou Tou through the bush.



Hauling boats up steep incline by block and tackle.



One of Wainwright's bridges.

The Phantom Flotilla

uniform, black cane with silver top and naval "cutlass" sword.' He took it to the naval tailors, Messrs. Gieves of Bond Street, who without a smile made him a Spicer-Simson uniform in a single day.

It was arranged that the main party should sail for Cape Town on June 15th in the *Llanstephen Castle*, and that the boats should proceed to Tilbury to be shipped on the 9th or 10th at the latest. But first Spicer, with some difficulty, obtained permission for H.M.S. *Mimi* to fire one round into Messrs. Thornycroft's old dock at Chiswick on the Thames. He sent for his Chief Gunlayer, Chief Petty Officer James Waterhouse, to discuss the test. Waterhouse was an ideal C.P.O.—efficient, dignified, imperturbable. He never divulged, even by the flicker of an eyelid, what he thought of the outfit he found himself in. He was sworn to secrecy in Spicer's office at the Admiralty, and then told the object and destination of the expedition. He wasn't at all surprised because the Retired Petty Officer Doorman had asked him on his way in if he was one of the Tanganyika Party for Africa.

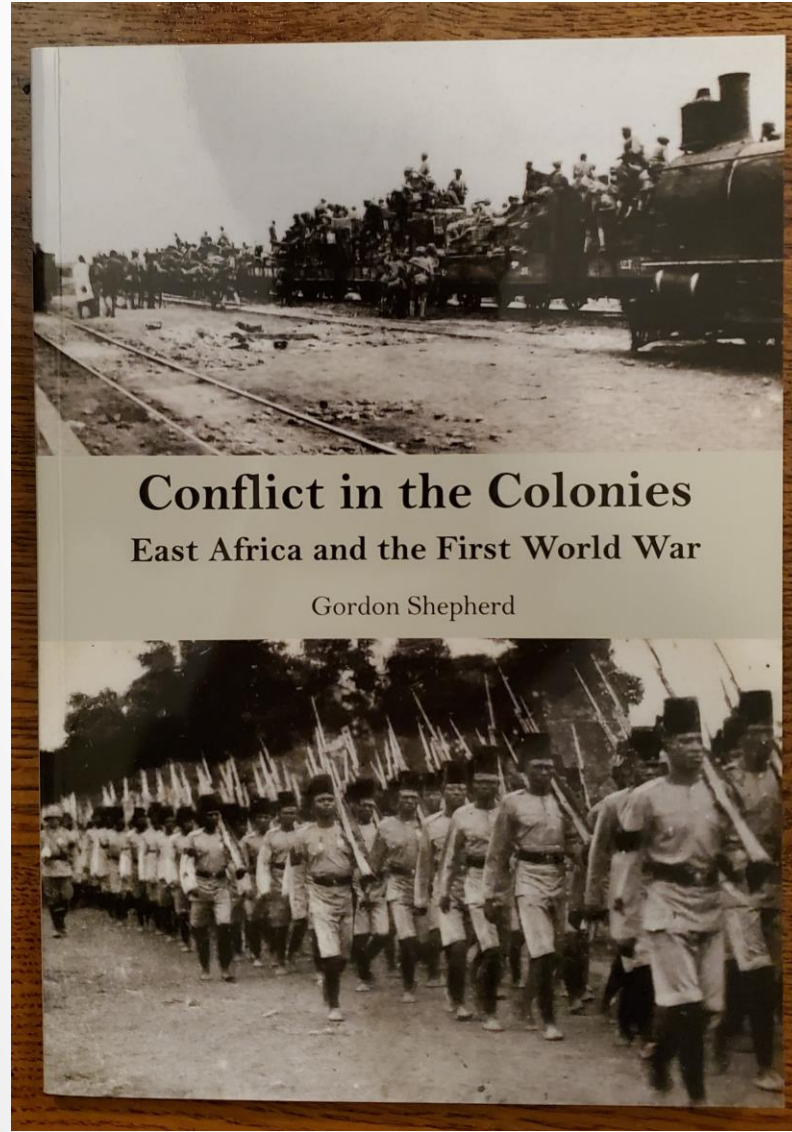
The test took place on the 8th June. C.P.O. Waterhouse, aware that it was a test of his skill as well as of the gun and of *Mimi's* stability, took careful aim and fired while the two boats were going at full speed up the river. The shell sped true to its mark, and at the same instant both gun and gunlayer shot overboard in the opposite direction because the brass locking ring had not been properly secured. Fortunately both were fished out again unharmed. The test was evidently considered a success, for on the following day the boats were taken down to Tilbury.

On the morning of the 15th June the whole party paraded at St. Pancras Station, the officers with swords. The Doctor was as impassive as a guardsman but, as he had had no instruction, he had to watch the others out of the corner of his

LOT 52

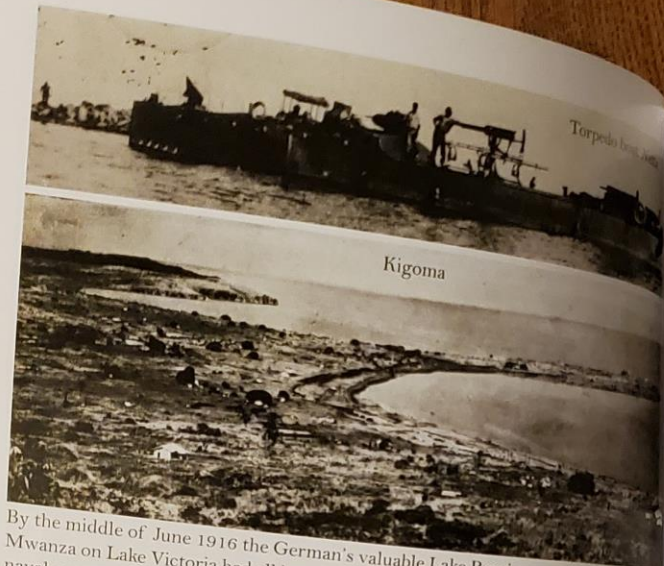
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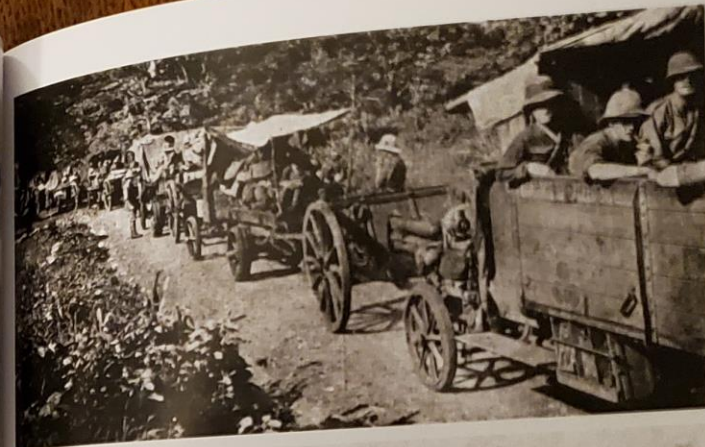
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By the middle of June 1916 the German's valuable Lake Provinces and the fortified towns of Mwanza on Lake Victoria had all been abandoned. The Belgian forces had also used their naval supremacy on Lake Tanganyika to occupy Ujiji and Kigoma – the terminus of the German Central Railway.



The scuttled *Baron Dhanis* was re-floated and crewed by Belgian Congo seamen. It worked out of Kigoma and was mainly based in southern areas of Lake Tanganyika.



Above: Mechanical transport.

Right: Usambara Railway Damage.

After the rains abated in May 1916 General Smuts was able to resume his offensive to occupy the Usambara Railway. Utilising the newly built rail link from Voi to Moschi a supply chain by rail direct to the port of Mombasa was set up. In late May the advance from Kahe began. German resistance was disciplined but token in kind. Key rail bridges were blown-up and then a retreat by rail or on foot through the mountain passes would follow. Lembeni, Zame, Mikocheni, Bwiko and Mazinde were all captured by 8 June. At Mombo the German retreat used a secret light railway that ran 45 miles to Handeni. The advancing British Allied force marched into Wilhelmstal (a health resort) and found the settlement full of German wives and families left behind. On 15 June Karogwe was captured.

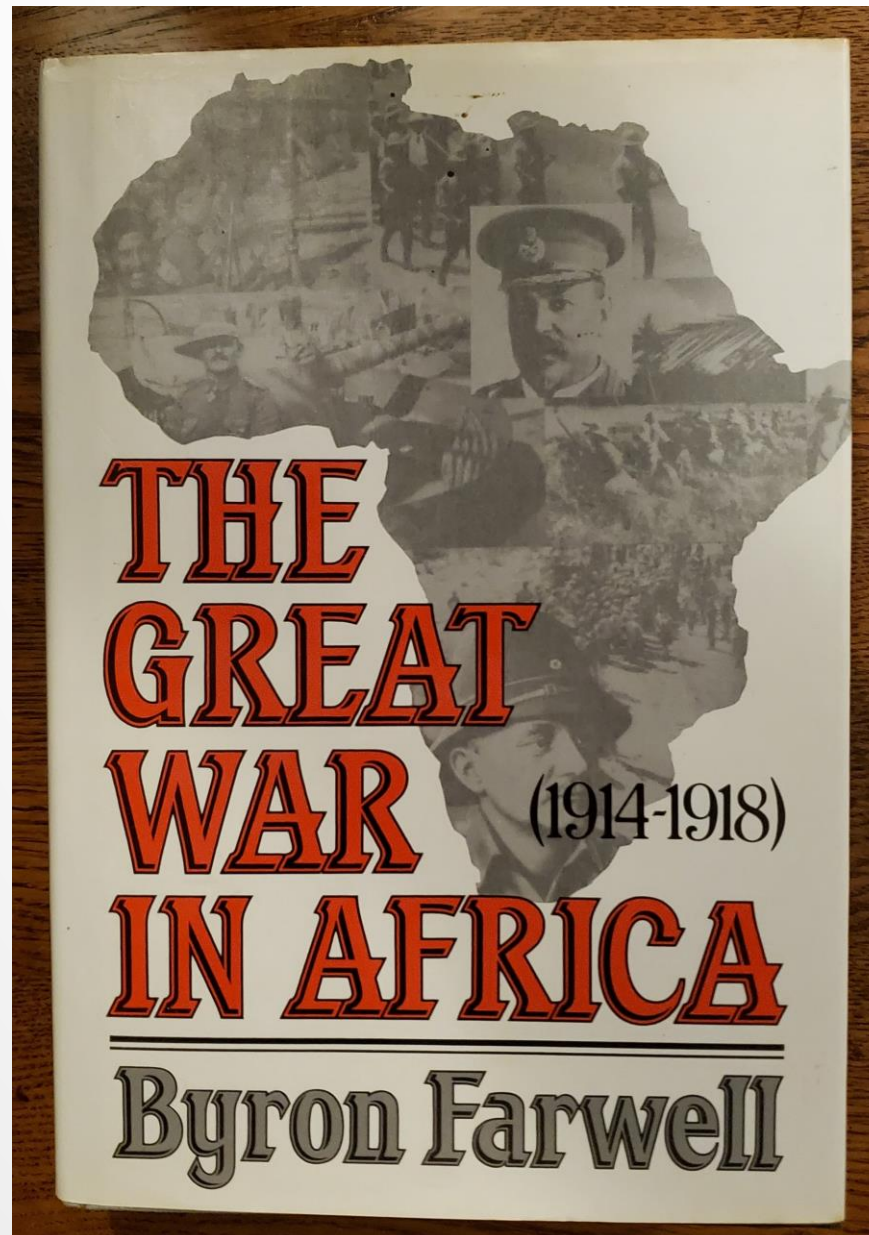


Tanga was finally taken on 7 July after some stubborn resistance mainly from German Askari troops. On 21 July General Smuts was happy to announce that the whole of the Usambara Railway was in British hands and was now being repaired by British engineers.

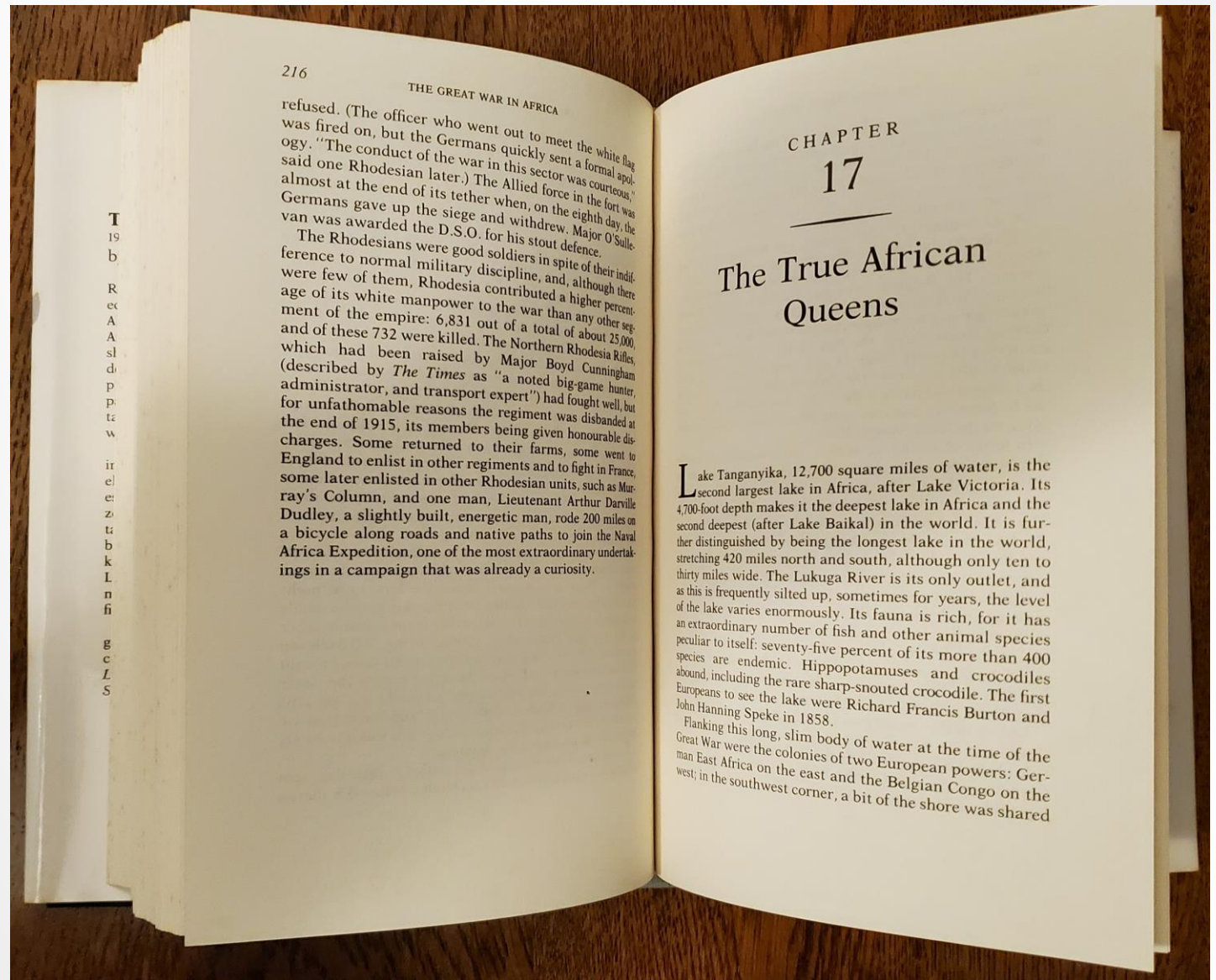
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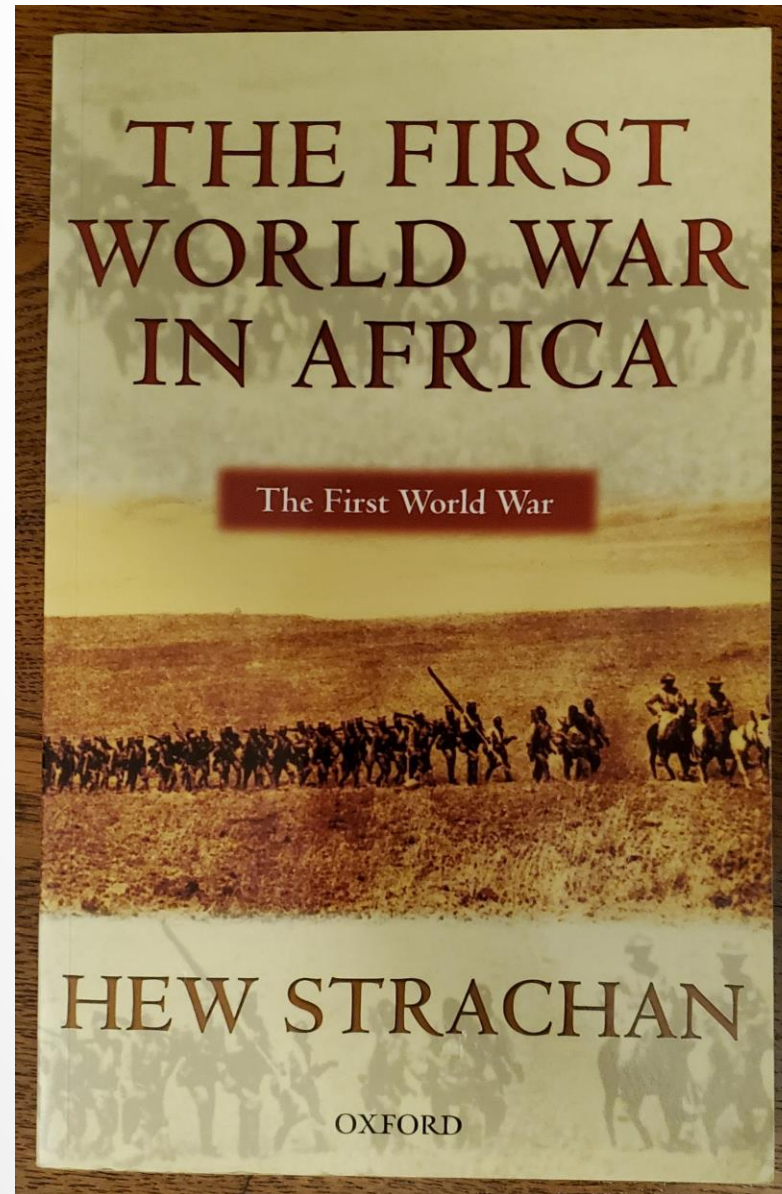
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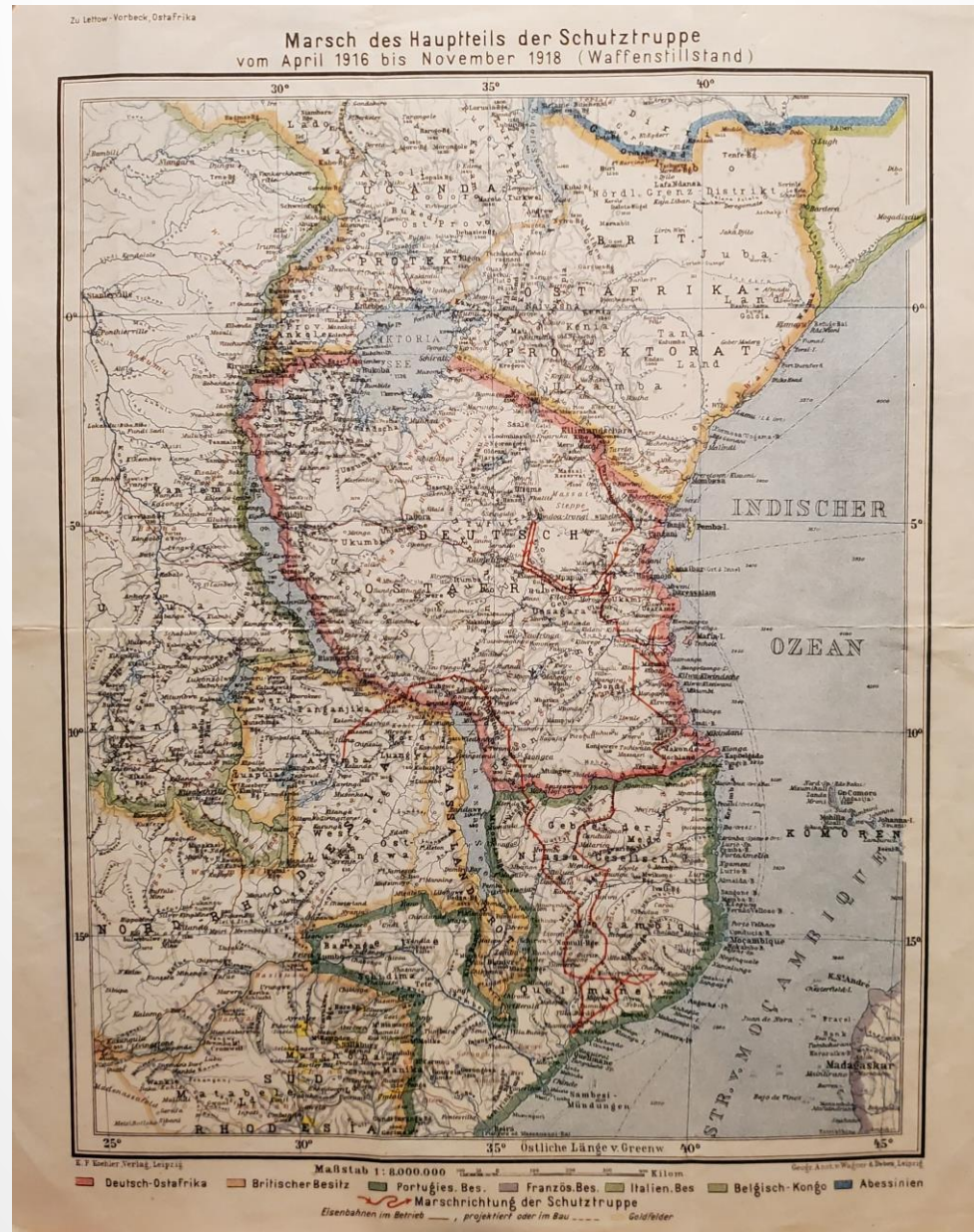
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Original German Map 35cmx43cm
GERMAN TEXT. Shows the route of the
German troops from April 1916 - November
1918 (surrender / armistice)





Original German Map 35cmx43cm
GERMAN TEXT. Shows the route of the
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Modern Print 33cmx23cm + text
Illustrates the uniforms of the colonial troops in German East Africa in World War One.



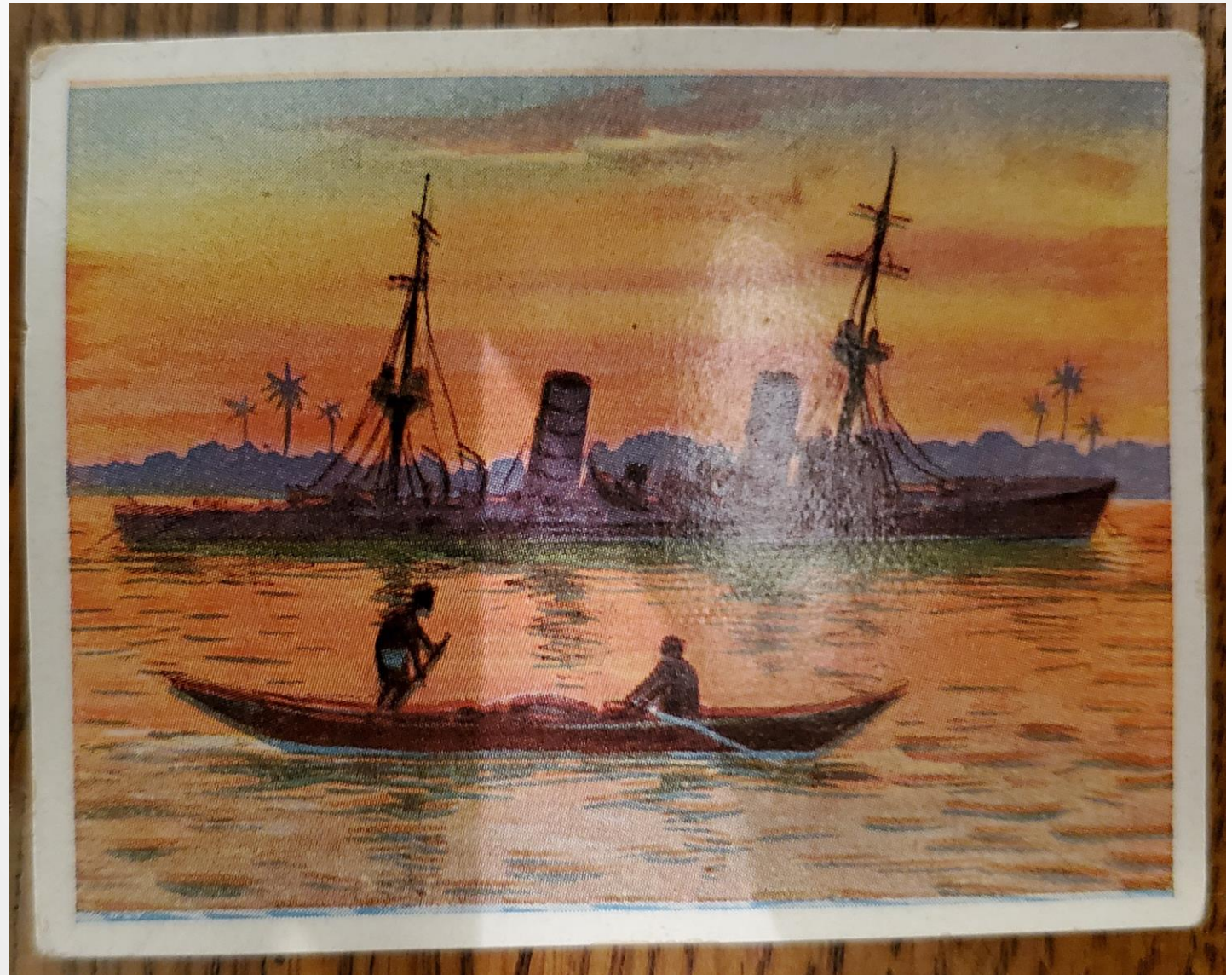


Modern Print 33cmx23cm + text
Illustrates the uniforms of the colonial
troops in German East Africa in World War
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LOT 57

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Cigarette Card (German: 6cm x 4.5cm)
Image of the Königsberg with text on
reverse in German Fraktur type. Useful for
album page illustration



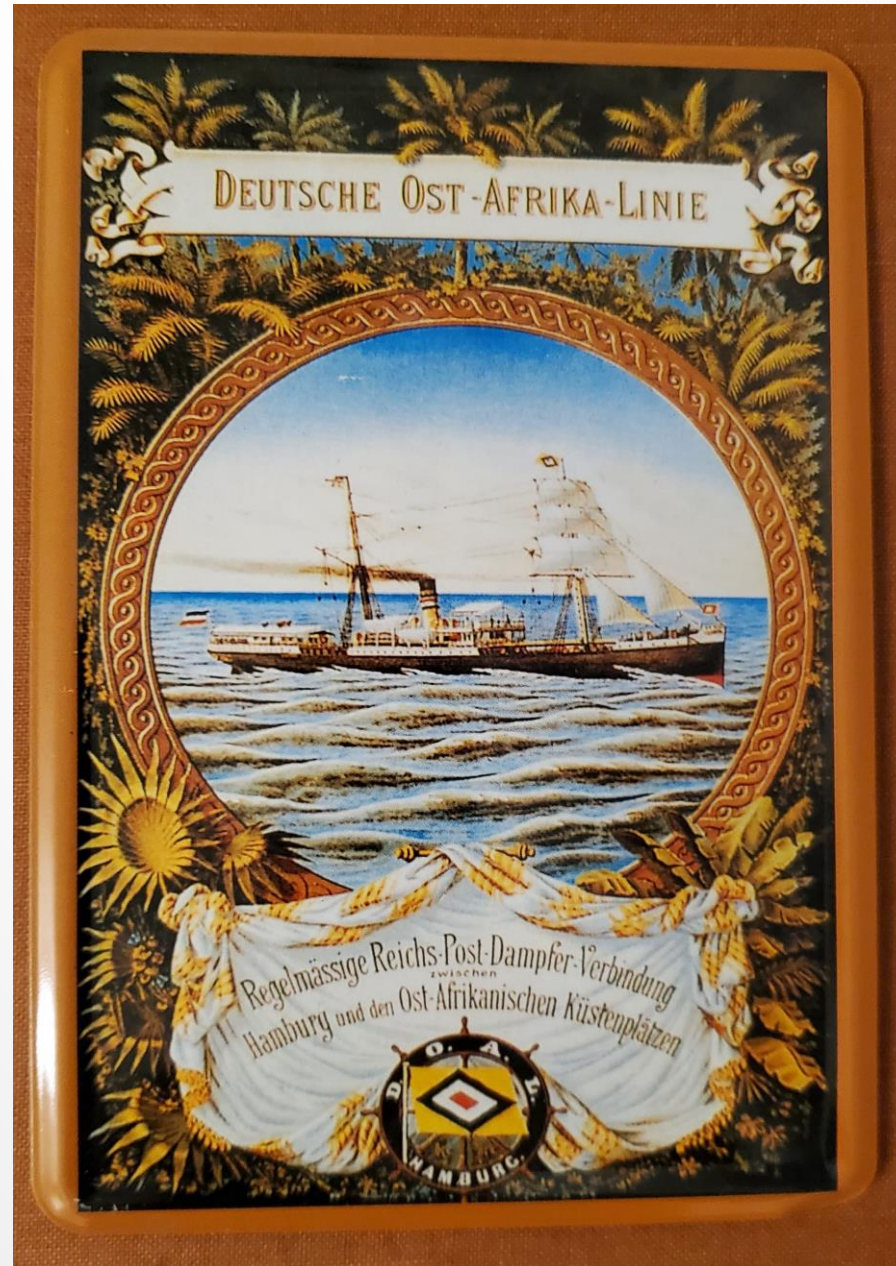
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LOT 58

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Modern Metal Plaque 10cm x 14cm
Showing an image of a Deutsche Ost-Afrika
Linie ship



LOT 59

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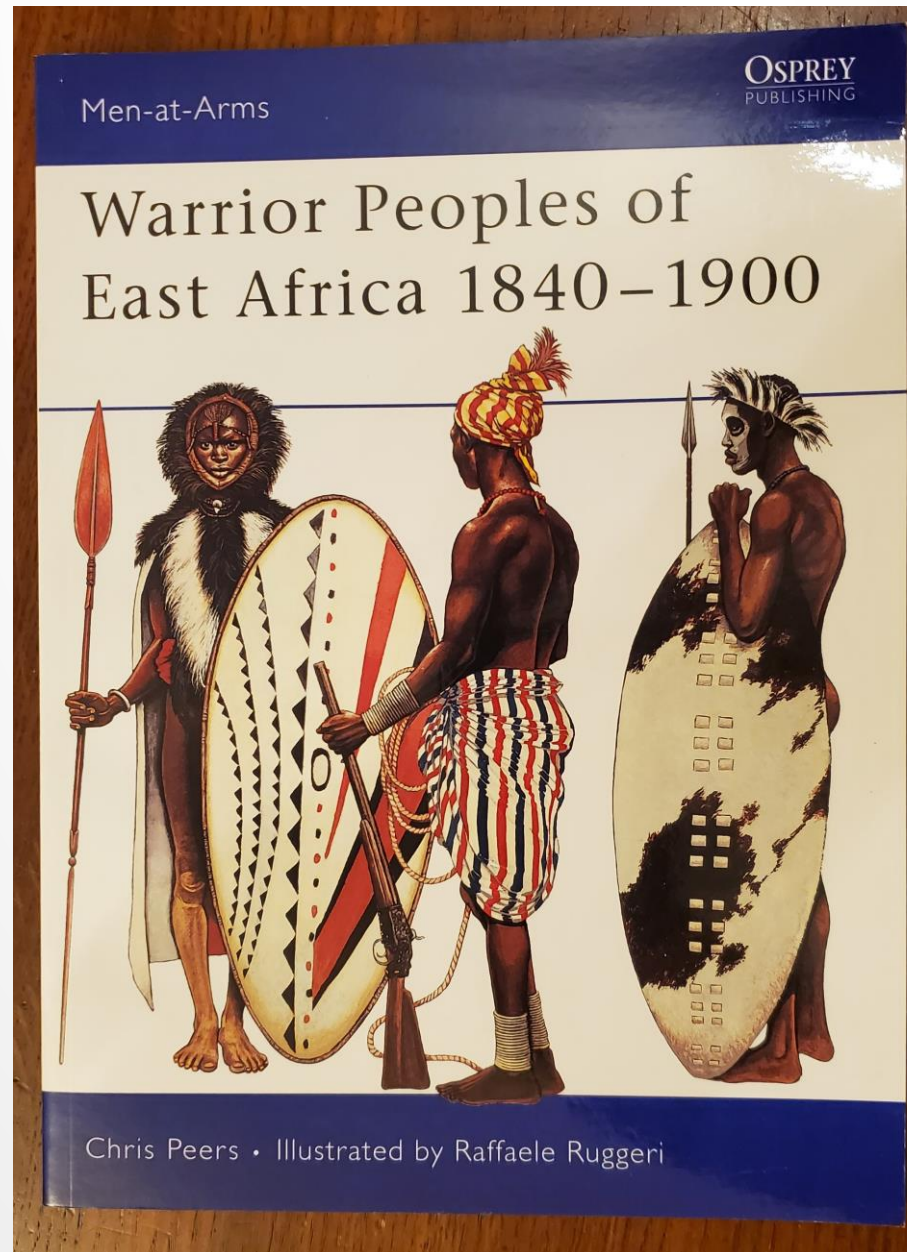
Modern Metal Plaque 10cm x 14cm. Four mounting holes in corners
Showing the insignia of the Imperial Postal Service



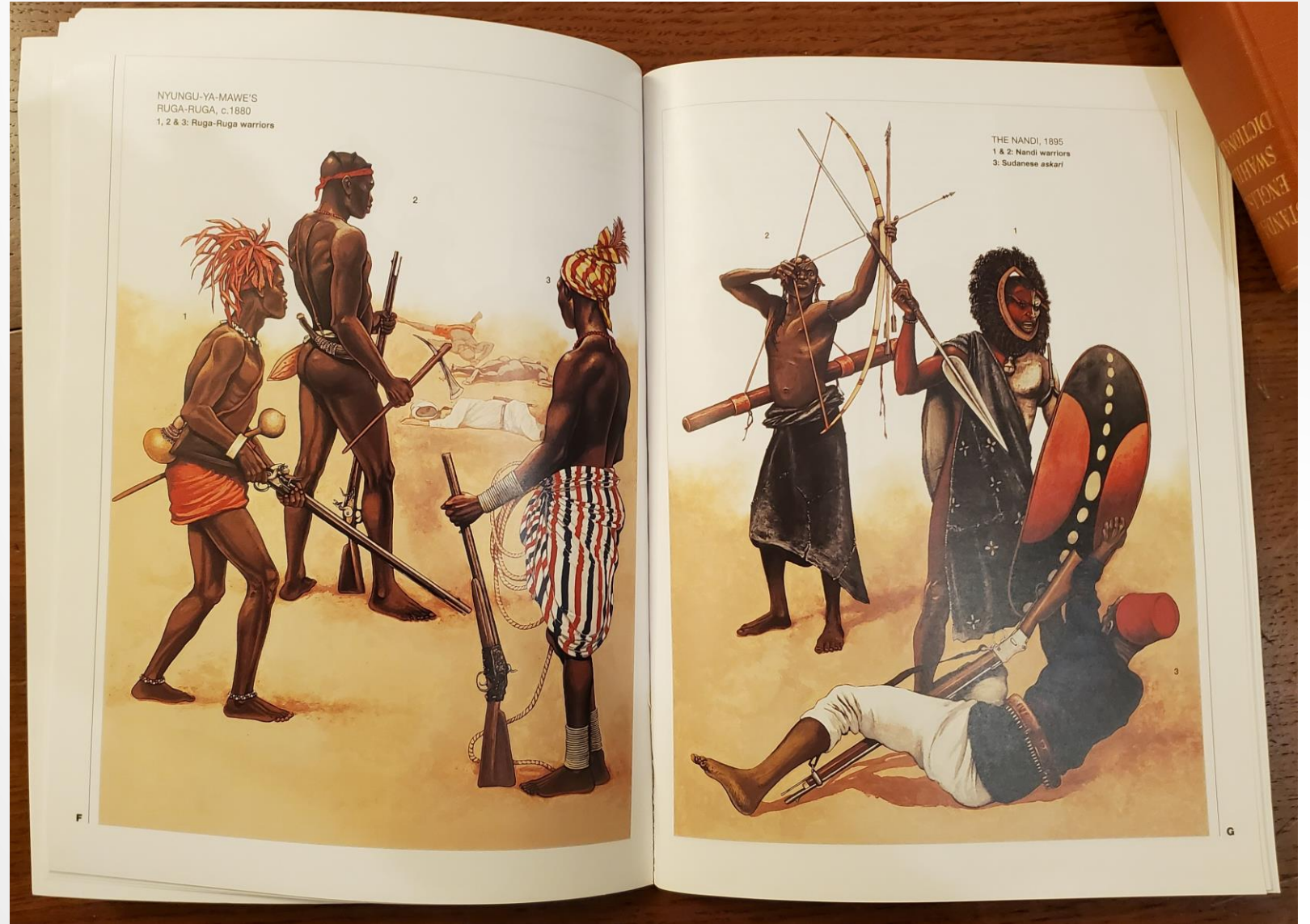
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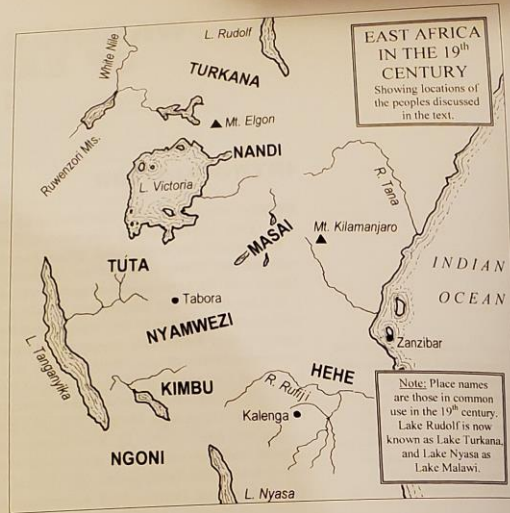
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 culture and costume of the major tribes;
 Masai, Ngoni, etc



put forces of more than a couple of thousand men into the field for more than a few days. Both British and German East Africa were brought under colonial control by 'armies' consisting of two or three companies, usually of locally recruited infantry.

On the other hand, the native peoples of East Africa lived in an almost permanent state of low-intensity hostilities. 'In Africa', said Captain Stairs of the Royal Engineers in 1891, 'the only cause of war is simply fear.' Often this was true, but economic motives were also important. With so few resources to go round, conflict with neighbours was inevitable. In most cases it took the form of raids for cattle, which were the only significant form of moveable wealth. The economies of all the warrior tribes discussed here were based to a great extent on cattle, and for the Masai especially they were a national obsession. Not all East Africans, however, were equally adept at war; travellers noticed a sharp distinction between the ordinary villagers, who lived in a constant state of insecurity, and the minority of tribes which might be regarded as 'net exporters of fear'. For one reason or another some peoples had become a source of terror to their neighbours, in the process incidentally guaranteeing their own security.

F.D. Lugard writes of the 'intolerable tyranny of the dominant tribe' in each area as being as great a menace as the Arab slave-raiders. They achieved this dominance for a variety of reasons. The Turkana of the northern deserts, for example, depended totally on their livestock, which was extremely vulnerable to drought, so had no choice but to replace their losses by raiding other tribes. The Nandi, a small tribe surrounded

by enemies, must have faced the early choice either of becoming great warriors or of being annihilated. The Masai and Ngoni were descended from migrant conquerors who for generations had developed aggressive warfare into a way of life. The Hehe and Ruga-Ruga of Tanganyika owed their victories to the leadership of a handful of remarkable men who consciously set out to turn them into fighting nations. Whatever the reasons for taking the course they did, this handful of warrior peoples stood largely aloof from the chaos which engulfed most of late 19th century East Africa. The Arab slave-raiders gave them a wide berth, the white explorers treated them with respect, and even when they were finally brought under colonial authority they often continued to regard themselves as allies rather than subjects of their new overlords. The Masai, Ngoni and Hehe especially provided many of the native soldiers or auxiliaries which the new colonial armies deployed against neighbouring tribes, thus perpetuating the old patterns of warfare under different flags for at least another generation.

CHRONOLOGY

- 1835 The Ngoni under Zwangendaba cross the Zambezi into East Africa.
- 1848 Death of Zwangendaba. Ngoni split up into numerous independent bands.
- 1857 Explorers Burton and Speke discover the route to Lake Tanganyika.
- 1859 The Masai sack Mombasa.
- 1871 Rise to power of the Ruga-Ruga leaders Mirambo and Nyungu-ya-Mawe.
- H.M. Stanley involved in Arab campaign against Mirambo.
- 1875-77 Stanley's trans-Africa expedition.
- 1883 Thomson makes the first successful crossing of Masailand by a European.
- 1884 Deaths of Mirambo and Nyungu-ya-Mawe.
- Germany annexes the coastal region of Tanganyika.
- 1885 Berlin Conference precipitates the 'Scramble for Africa'.
- 1888 First European encounter with the Turkana.
- 1890 Anglo-German agreement partitions East Africa between the two powers.
- 1891-98 Hehe war of resistance against the Germans.
- 1895 First British campaign against the Nandi.
- 1896 Ngoni of Nyasaland brought under British control.
- 1897 Final conquest of Ngoni in German East Africa.

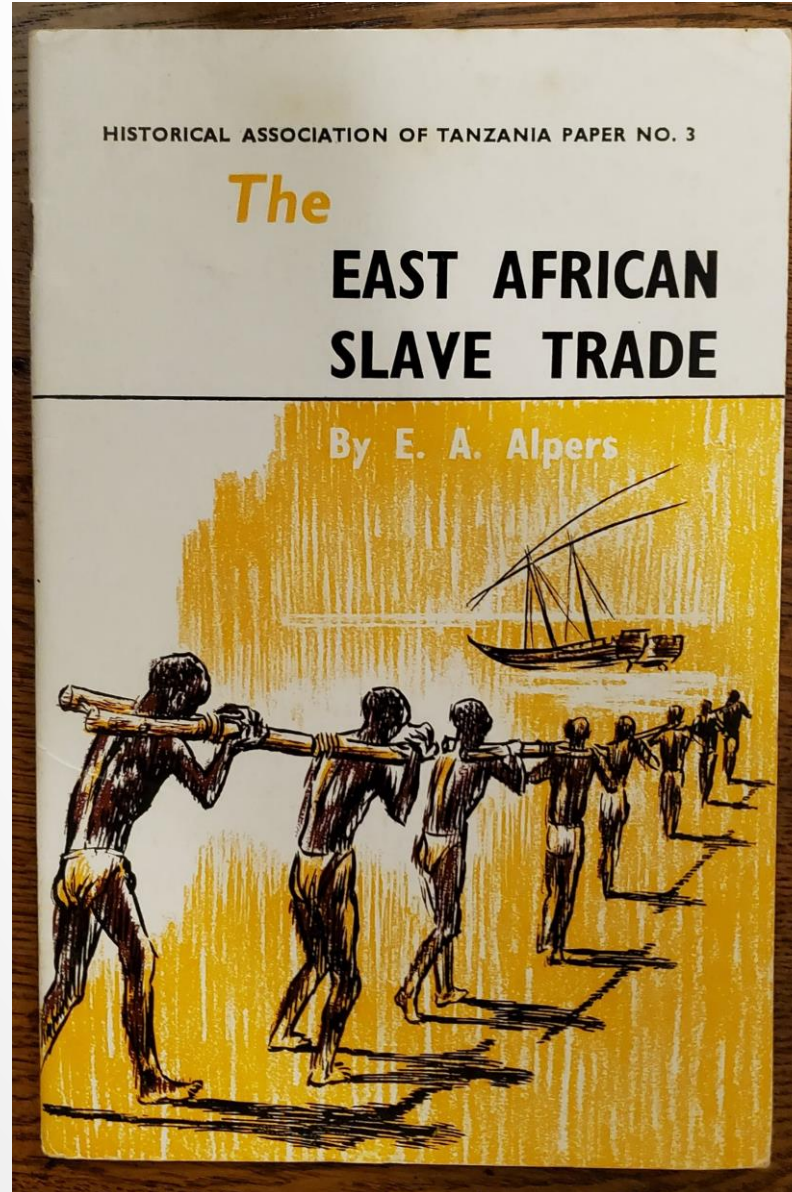
THE MASAI

The Masai were unique among the tribes of East Africa in the fear that they inspired in Europeans, Arabs and other Africans alike. In the words of Charles New, who encountered them in the early 1870s, 'Physically they are a splendid people; and for energy, intrepidity and dash they are without their equals in Africa; but they are cruel and remorseless to the

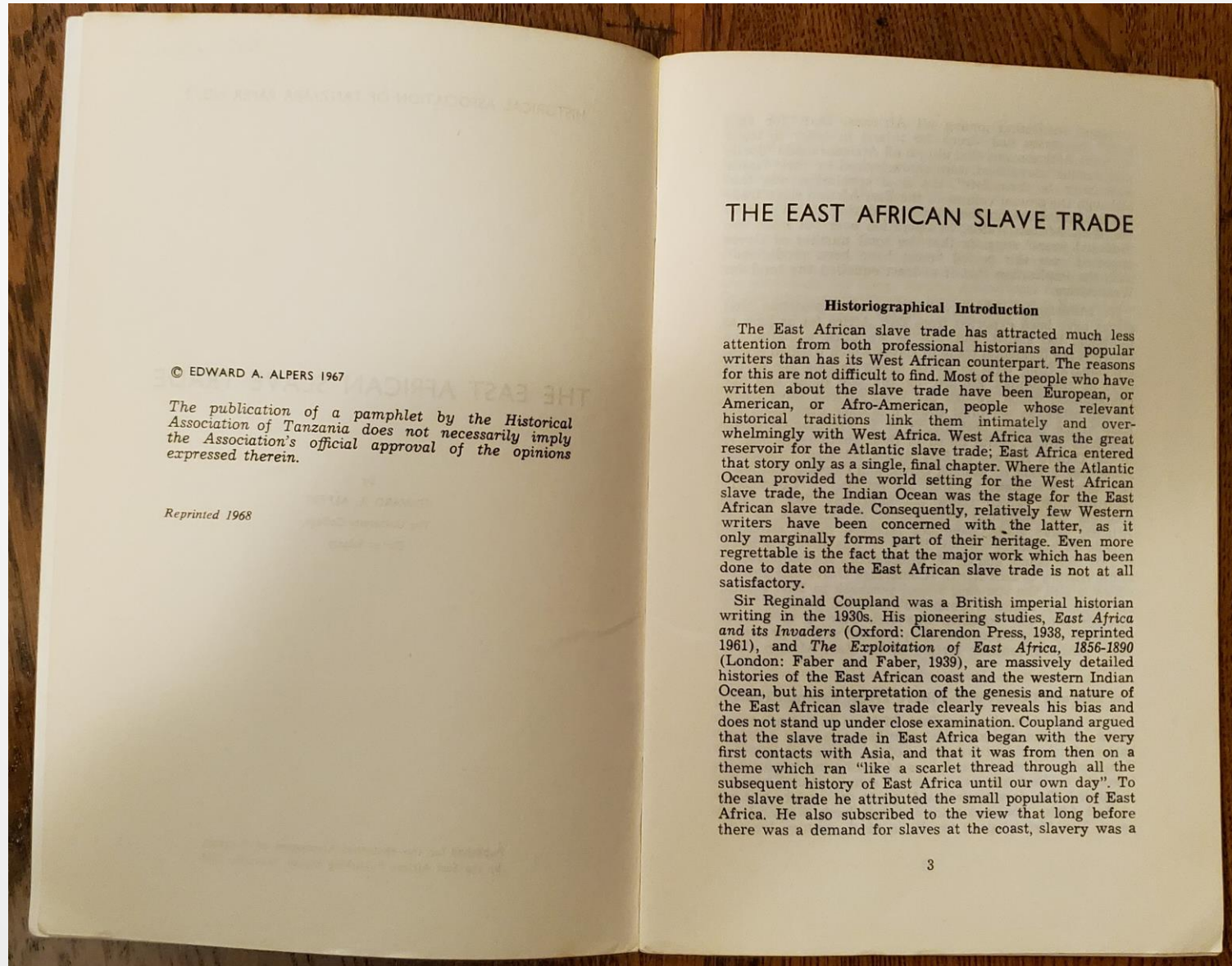
LOT 61

£1

The East African Slave Trade (Edward Alpers. 1967) Softback
27p. Brief account from the Historical Association of Tanzania



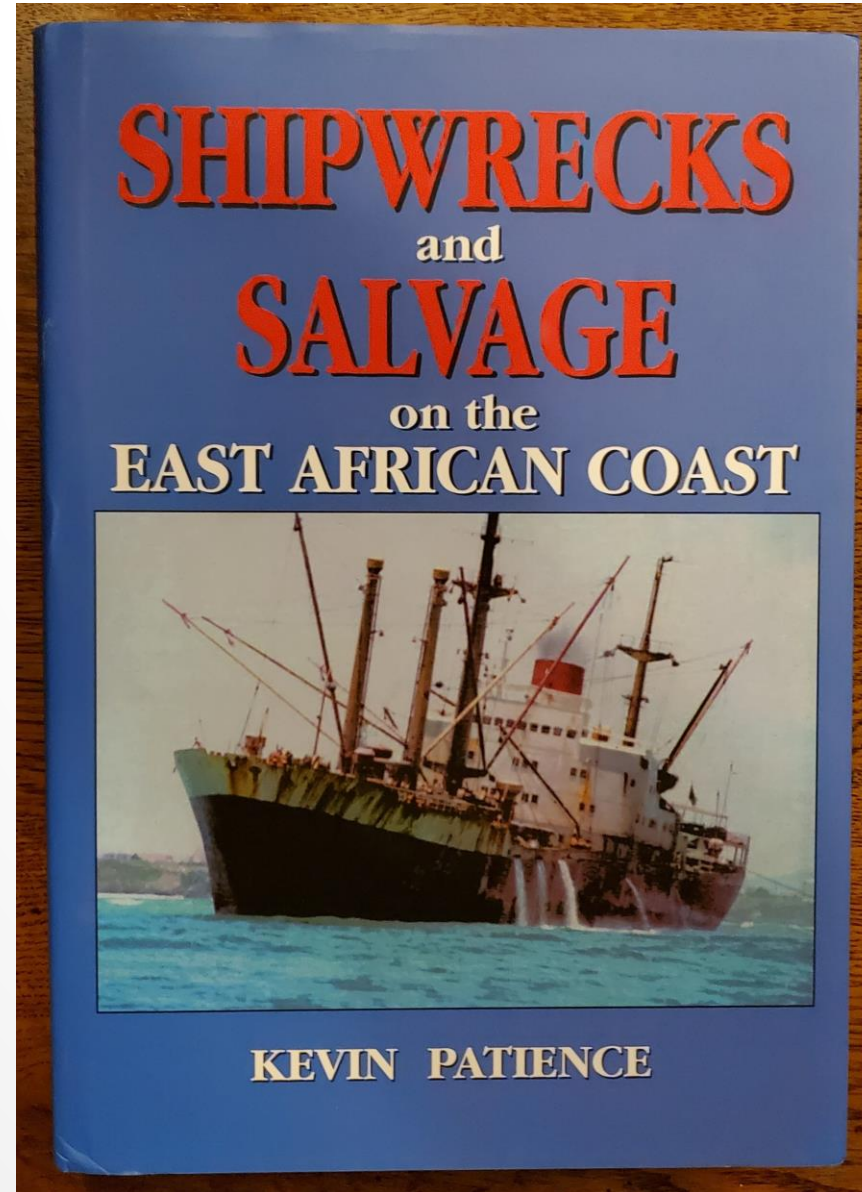
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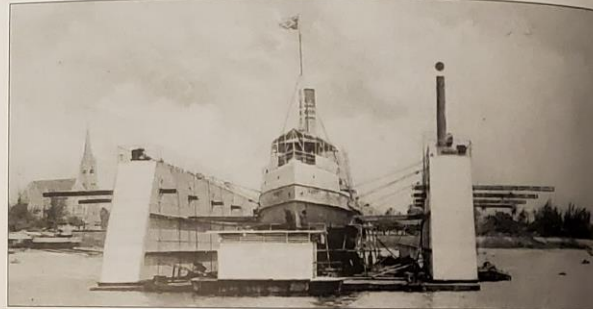
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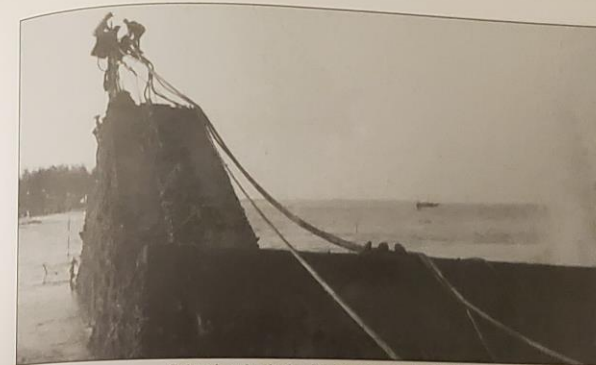
August which relayed news of the Confederate surrender. Waddell, now in command of a stateless ship and worried about being hung as a pirate, had the guns placed in the hold and headed for Liverpool via Cape Horn, where he handed the ship over to the Royal Navy. Thomas Haines Dudley, the United States Consul in Liverpool was tasked with disposing of four Confederate ships handed over to the United States by the British. In April 1866 Dudley sold the Shenandoah for just over £17,000. The U.S. Government, apparently satisfied, then authorised him to sell the others. The following year the ship was sold to the Sultan of Zanzibar, Sultan Ali bin Said, renamed El Majidi and damaged in the Zanzibar hurricane on 15 April 1872. After temporary repairs the ship set sail for Bombay on 10 September with 130 passengers and crew but still leaking badly had to be abandoned and sank a few days later.



Floating Dock

Builders : Blohm & Voss, Hamburg, Germany. 1901
 Length : 212 feet
 Beam : 55 feet
 Displacement : 1,800 tons
 Position : 06°49'30" S 39°18' E

The port of Dar es Salaam increased in importance following the Treaty of Berlin in July 1890, when the town was designated capital of German East Africa, and major shipping companies including the Deutsche Ost Afrika Linie began trading from Europe. Before long there was a requirement for ship repair facilities and a floating dock was towed from Germany capable of accommodating the largest ships entering the port. The dock was the only one of its kind on the east coast, the nearest other facilities being either in Bombay or South Africa. By July 1914 it was evident that the European political situation was leading to war and the German colony prepared for hostilities. War was declared on 4 August and four days later the cruiser H.M.S. Astraea shelled and destroyed the radio station. Korvettenkapitan Zimmer, the naval commander responsible for the defence of the port, believing it was a prelude to invasion, scuttled the survey vessel Möwe and two days later sank the dock across the harbour entrance. The dock settled at an angle with one side in twenty five feet and the other in fifty. Shortly afterwards the Admiralty ordered



Salvaging the dock with compressed air, 1922

Commander Ingles, Captain of H.M.S. Pegasus to carry out an inspection of the dock. The report was passed to the Perim Island Salvage Co. in Aden with a view to refloating it. However with an increase in hostilities the matter was never finalized and the dock remained in situ until after the war. By 1921 the dock had become a major issue as it was blocking the entrance to the harbour for larger ships. Two salvage companies were asked to quote for the removal but concluded it was not worth salvaging for the scrap value. The dock was eventually refloated in April the following year and moved to one side of the channel by Commander Ingles, now responsible for all salvage operations in the port. There it remained until 1958, when explosive demolition took place for six months. On 15 May 1965 a letter from the East African Railways and Harbours to the Hydrographic Office in Taunton stated that the remains were being removed and the job was eventually completed on 6 July.



The dock lying alongside the shipping channel, 1935

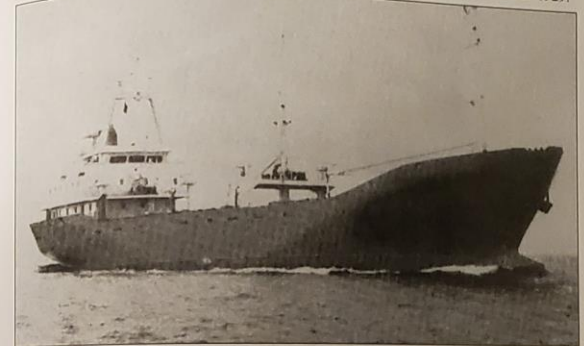


Lord Milner

Builders	: J. L. Meyer, Papenberg, Germany, 1898
Length	: 172 feet
Beam	: 28 feet
Displacement	: 495 tons
Machinery	: Twin triple expansion, 755 ihp.
Position	: 06° 45' 90" S 39° 19' 95" E

The Lord Milner was the former German East Africa government steamer Kaiser Wilhelm II used by the Governor before the First World War. She was one of a number of ships disabled by the Royal Navy on 28 November 1914, when a naval party from H.M.S. Goliath investigated the merchant ships anchored in Dar es Salaam, and appears to have been scuttled by the retreating Germans on 4 September 1916. After the invasion of the port by the Allies, the ship was used as a landing stage for other vessels to berth alongside. In 1919 as there was a shortage of small coastal vessels she was repaired and renamed Lord Milner after the British politician Lord Alfred Milner appointed Colonial Secretary after the war. In the absence of other coastal communication, the ship maintained an intermittent passenger and freight service to Kilwa, Mafia and Lindi and north to Tanga and Mombasa. She was an ideal size since the Dar es Salaam entrance channel was still partially blocked by the floating dock and the liner König, making passage for larger ships difficult. The Milner ran aground in 1920 and to lighten the vessel the salvors dumped the cargo of cotton seed over the side believing it to belong to the government. Such was not the case and the government eventually had to settle with the owners. The subsequent secret enquiry on the affair led to correspondence between the editor of the Dar es Salaam Times and the Port Authority as to why it should be held in secret when it was in the public interest to know why the ship stranded. Another tale concerned the race between her and the American ship Chapahua from Mombasa to Dar es Salaam in which the Milner won by a hairsbreadth at the cost of burnt out boiler tubes which possibly spelt the beginning of the end. By 1923 a League of Nations report noted the vessel was unseaworthy and

should be replaced. On 6 March 1924 the ship was put up for sale with tenders closing on 30 June. The tender stated the boilers were in fair condition, the engines in good condition and the hull required overhaul. There were no bids and the ship remained in Dar es Salaam until eventually condemned, and sunk on Daphne Reef north of Dar es Salaam in 1929.



Marinasi 1

Builders	: Fredrikshaven Væfret & Tordok, Fredrikshaven, Denmark, 1970
Length	: 213 feet
Beam	: 36 feet
Displacement	: 1,043 tons
Machinery	: Alpha 8 cyl. diesel, 980 hp
Position	: 06.51'.04" S 39.17'.55" E

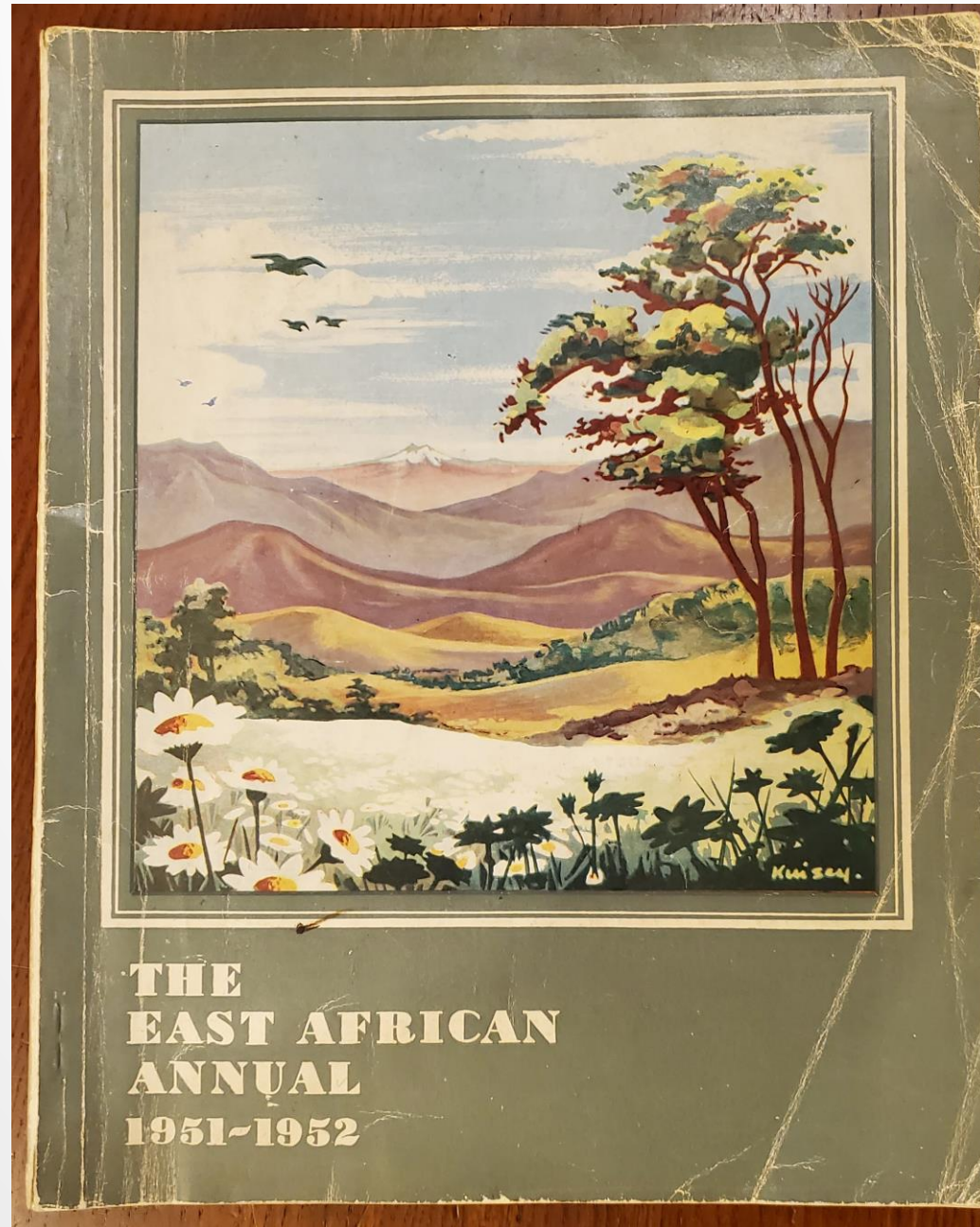
The Greek owned Marinasi 1 was the former Merc Selandia owned by the Danish company Mercandia. On 8 January 1979 the ship was on a voyage from Mtwara to Italy and London with a cargo of 1,048 tons of sesame seeds when fire broke out in the engine room. The fire spread to the accommodation and the crew abandoned ship to be picked up by the Dar es Salaam tug Chaza which towed the ship into harbour. The fire was extinguished and the vessel beached. In putting the fire out, the engine room and after hold had flooded and the vessel sank on 12 January leaving the decks awash at low water. A report in Lloyds List in June stated that cargo was being dissipated by the tide. The owners were given two weeks to sign a Lloyds Open Form and Divecon International awarded the salvage contract. The wreck was refloated on 2 May 1982, towed to Mombasa and scrapped the following year. A section of the ship survives as a storage tank.

Shipwrecks and Salvage on the East African Coast (Kevin Patience, 2006) Hardback + d/w
276p. Comprehensive review of virtually all shipwrecks along the EA coast. Many photographs. Excellent reference.

LOT 63

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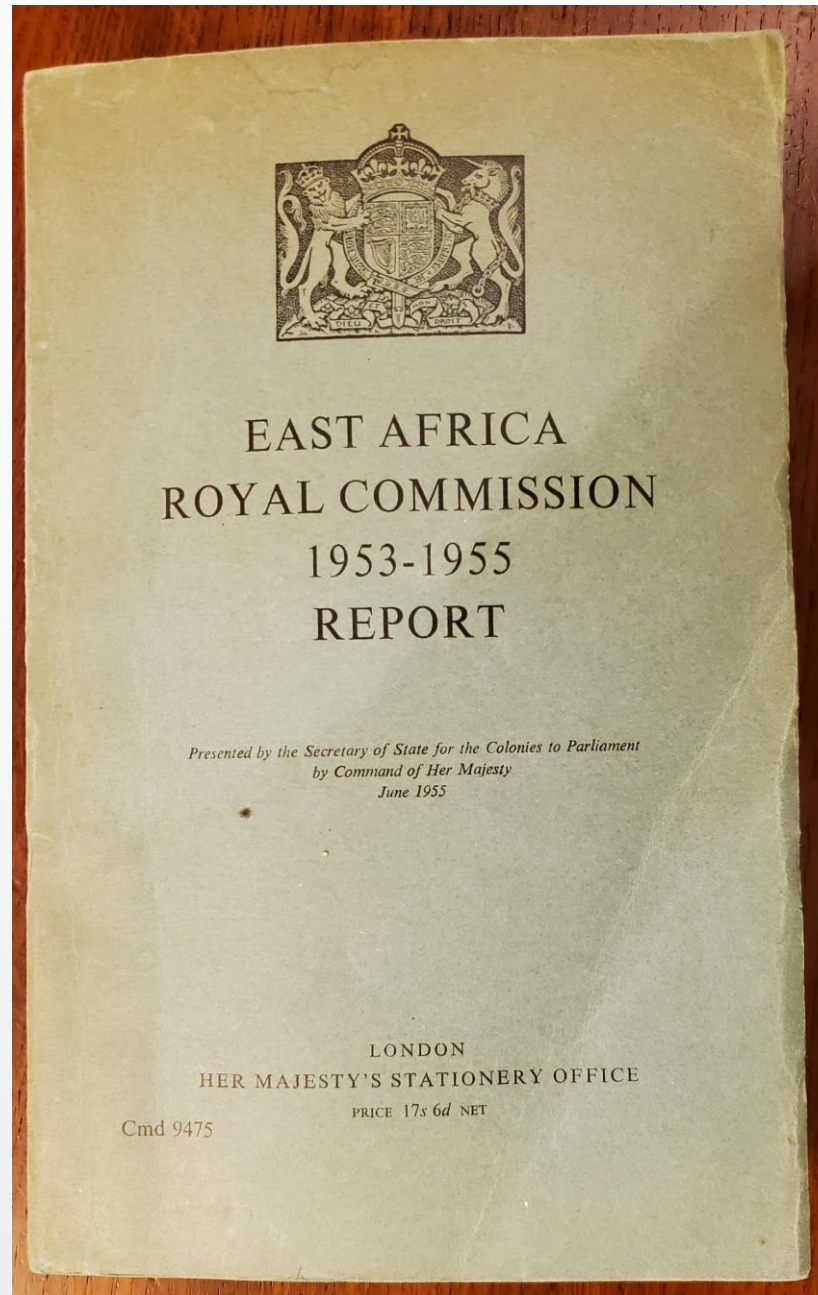
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1953-55 (HMSO 1955)
482p + 3 maps (1 missing). Detailed report
to the Secretary of State covering many
aspects of East African administration and
organisation



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1953-55 (HMSO 1955)
482p + 3 maps (1 missing). Detailed report
to the Secretary of State covering many
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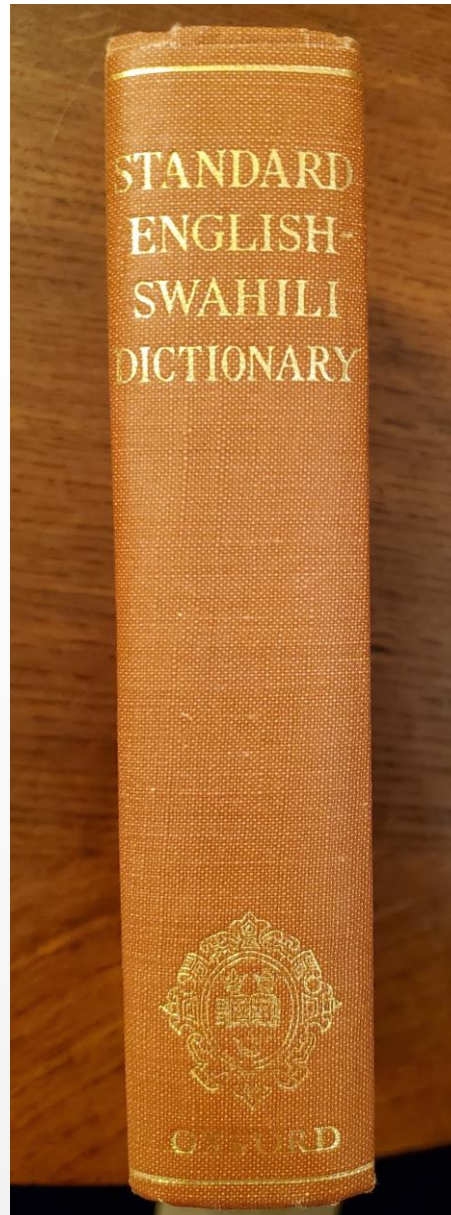
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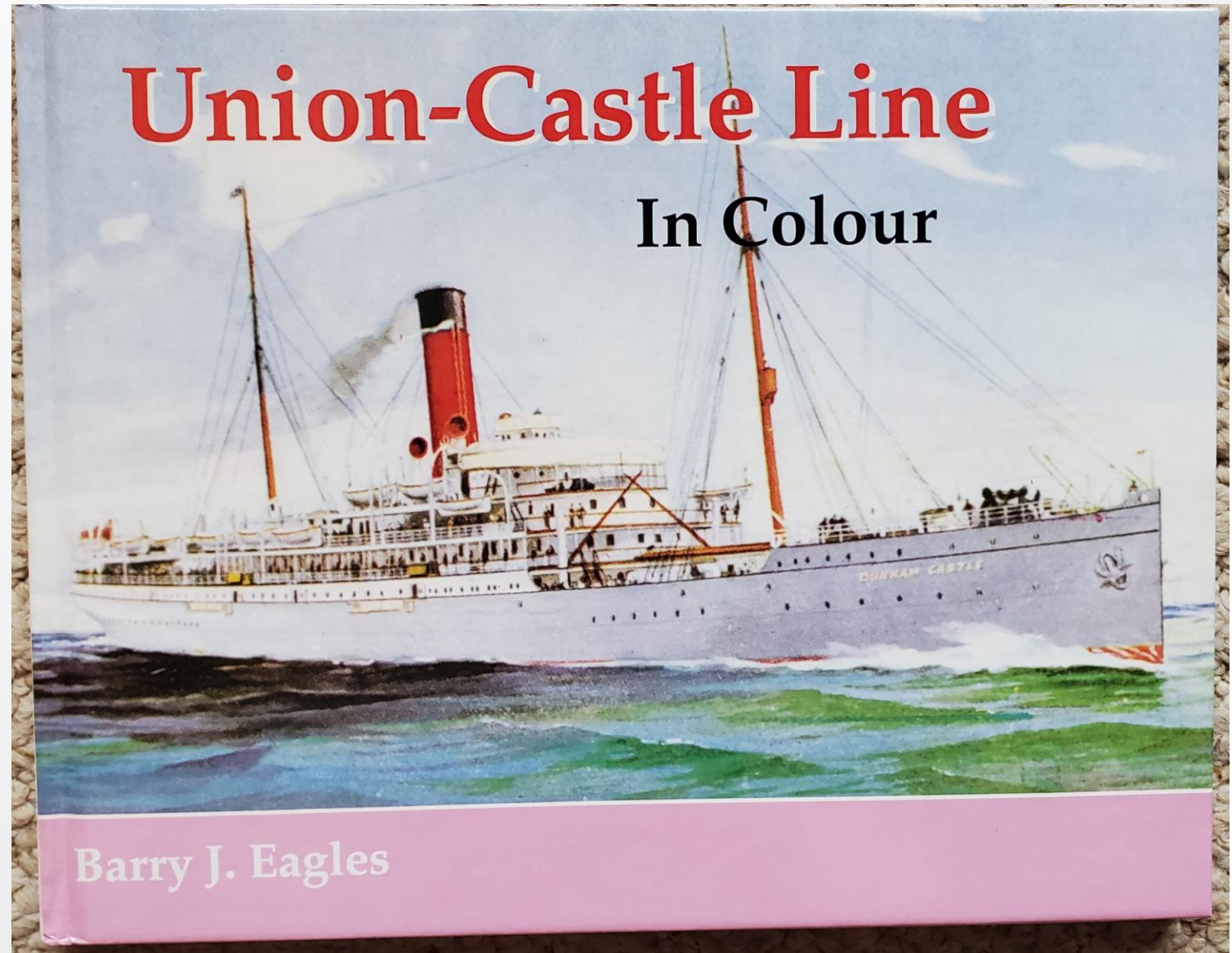
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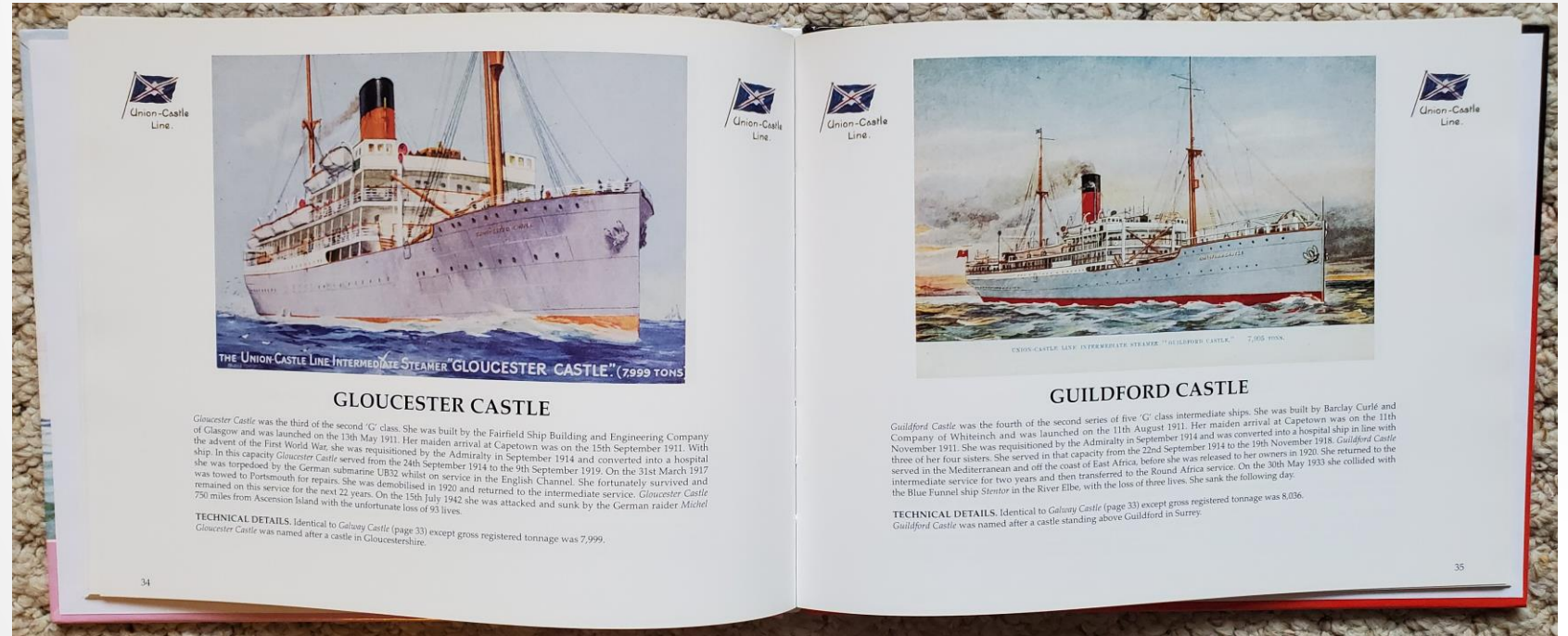
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LOT 66

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Union-Castle Line In Colour (Barry Eagles. Waterfront. 2001) Hardback. 64p. Full colour illustrations.





THE UNION-CASTLE LINE INTERMEDIATE STEAMER "GLOUCESTER CASTLE" (7,999 TONS)

GLOUCESTER CASTLE

Gloucester Castle was the third of the second 'G' class. She was built by the Fairfield Ship Building and Engineering Company of Glasgow and was launched on the 13th May 1911. Her maiden arrival at Capetown was on the 15th September 1911. With the advent of the First World War she was requisitioned by the Admiralty in September 1914 and converted into a hospital ship. In this capacity *Gloucester Castle* served from the 24th September 1914 to the 9th September 1919. On the 31st March 1917 she was torpedoed by the German submarine UB32 whilst on service in the English Channel. She fortunately survived and remained on this service for the next 22 years. On the 15th July 1942 she was attacked and sunk by the German raider *Michel* 750 miles from Ascension Island with the unfortunate loss of 93 lives.

TECHNICAL DETAILS. Identical to *Galaxy Castle* (page 33) except gross registered tonnage was 7,999. *Gloucester Castle* was named after a castle in Gloucestershire.

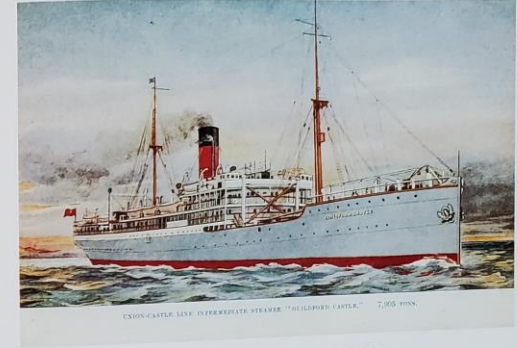


EXHIBIT CASTLE LINE INTERMEDIATE STEAMER "GUILDFORD CASTLE" (7,000 TONS)

GUILDFORD CASTLE

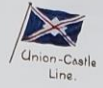
Guildford Castle was the fourth of the second series of five 'G' class intermediate ships. She was built by Barclay Curle and Company of Whiteinch and was launched on the 11th August 1911. Her maiden arrival at Capetown was on the 11th November 1911. She was requisitioned by the Admiralty in September 1914 and was converted into a hospital ship in line with three of her four sisters. She served in that capacity from the 22nd September 1914 to the 19th November 1918. She returned to the Mediterranean and off the coast of East Africa, before she was released to her owners in 1920. On the 30th May 1933 she collided with the Blue Funnel ship *Stentor* in the River Elbe, with the loss of three lives. She sank the following day.

TECHNICAL DETAILS. Identical to *Galaxy Castle* (page 33) except gross registered tonnage was 8,036. *Guildford Castle* was named after a castle standing above Guildford in Surrey.

Union-Castle Line In Colour (Barry Eagles. Waterfront. 2001) Hardback. 64p. Full colour illustrations.



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EDINBURGH CASTLE (3)

Edinburgh Castle (3) and her sister *Pretoria Castle* (2) (page 48) were built to replace vessels lost in the Second World War. She was built by Harland and Wolff of Belfast and launched on the 16th October 1947. Her first arrival at Capetown was on the 23rd December 1948. In June 1965 she had a major refit which gave her a new mast layout. On the 7th May 1976 *Edinburgh Castle* made her final departure from Capetown. She was sold to the Chou's Iron and Steel Company and on the 4th June 1976 she arrived at Kaohsiung, Taiwan for breaking-up.

TECHNICAL DETAILS. Identical to *Pretoria Castle* (page 48). *Edinburgh Castle* (3) was named after the castle overlooking the City of Edinburgh in Lothian. Postcard published by J. Salmon of Sevenoaks.

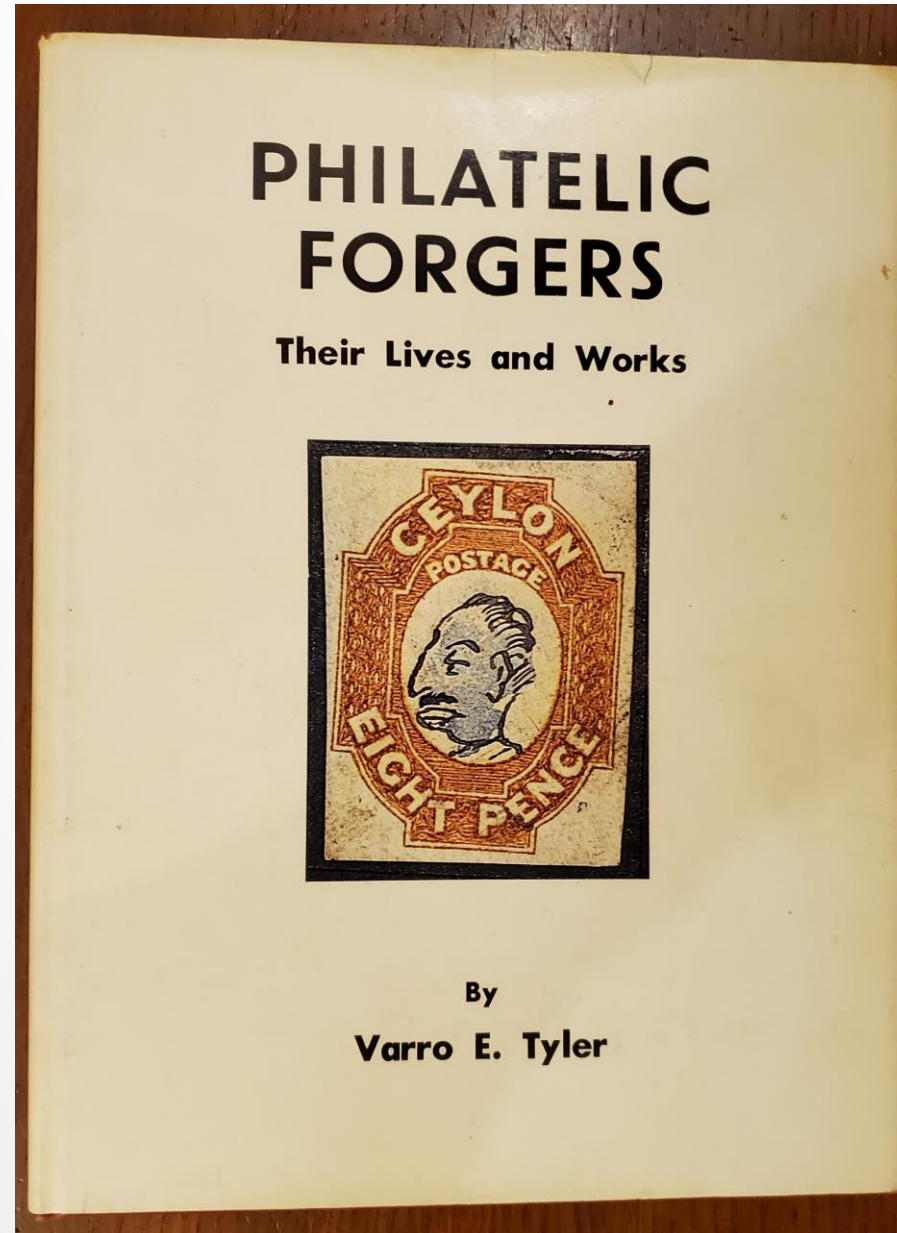


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Philatelic Forgers: Their Lives and Works
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dozens of forgers – including Stanley
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Philatelic Forgers: Their Lives and Works
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 dozens of forgers – including Stanley
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PHILATELIC FORGERS

CHARLES M. SELTZ (FREDERICK HENRY KING)

As a result of the very nature of their business, many forgers remain somewhat shadowy figures; however, Seltz's existence appears to have been so ephemeral that it is difficult to determine if he even cast a shadow. In fact, Eckhardt has reported that Seltz never existed (1):

"One of the [Boston] gang's publications was the C.M. Seltz catalogue of postage stamps. There actually was no such person; the name was compounded of the members of the Boston Gang. The 'T' stood for Taylor, the 'L' for Lyford, and the 'C' for Chute."

It is somewhat difficult to believe that individuals as cunning and ingenious as S. Allan Taylor and friends could not have developed a somewhat better acronym. Further, contemporary sources were reporting as early as 1868 that C. M. Seltz was the pseudonym of F. W. (sic) King, a Boston dealer (2). The January 25, 1868 issue of F. Trifet's *The American Stamp Mercury* reported the death of Seltz (3), and Trifet, in his "confessional" letter published in August, 1869, mentioned having had a private conversation with Seltz (4). In more recent times, such careful philatelic scholars as E. D. Bacon and J. B. Chittenden have listed Charles M. Seltz as the pseudonym of Frederick Henry King, and Chittenden added that he was one of the first stamp dealers in Boston (5, 6). All of which provides sufficient substance to Seltz to permit us to conclude tentatively that he was at least as real as O. Henry or Mark Twain.

In addition to publishing two philatelic price lists in 1865 as well as a collector's handbook and a stamp catalogue in 1866, all of which were real pioneering efforts (6), Seltz was involved in several episodes of philatelic chicanery. Together with Messrs Taylor, Trifet, and Frost, all of Boston, he had engraved a fine woodcut copy of the 34c 1864 issue of the Philippines. Each of the participants paid one-quarter of the expenses and received one-quarter of the forgeries printed from it (4).

From his business address at 81 Washington Street, Boston, Seltz sent Julius Goldner, the Hamburg wholesale stamp dealer, copies of the bogus 10c. Prince Edward Island Queen stamp produced by Taylor. Goldner, in turn, forwarded them to the stamp journals and the phantom was duly chronicled by Moens in *Le Timbre-Poste* and Pemberton in *The Philatelic Journal*. When Goldner learned of the deception and inquired as to Seltz's whereabouts, he received a letter, signed by E. I. Bancroft, Jr., informing him that Seltz was dead (7). In the early days of philately, Bancroft was synonymous with bogus, and the letter was a fitting memorial to C. M. Seltz, no doubt penned by one of his colleagues in the "Boston gang".

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1. Eckhardt, W. J., *The American Philatelist* 62: 346-353 (1949).
2. Anon., *The Philatelist* 2: 12 (1868).
3. Trifet, F. M., *The American Stamp Mercury* 1: 22 (1868).
4. ———, *The Stamp-Collector's Magazine* 7: 115-118 (1869).
5. Bacon, E. D., *Catalogue of the Philatelic Library of the Earl of Crawford, The Philatelic Literature Society, London, 1911*, columns 210, 349.
6. Chittenden, J. B., *Collector's Club Philatelist* 6: 169-170 (1927).
7. Eckhardt, W. J., *Ibid.* 27: 3-14 (1948).

An advertisement for the "posthumous" (?) Seltz listing, available from his Boston Gang confederate, Trifet (see page 52).

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PHILATELIC FORGERS

LOUIS AND RICHARD SENF

During the 1870s and 1880s, Louis and Richard Senf were partners in the world-renowned firm of Gebrüder Senf in Leipzig, Germany, stamp dealers and publishers of stamp catalogues, albums, books, and periodicals. Beginning in 1884, the firm presented facsimiles of postage stamps to subscribers to its magazine, the *Illustriertes Briefmarken-Journal* as so-called art supplements (*Kunstbeigabe*). Each imitation was marked "Falsch" or "Facsimile", either in the design or by overprinting. The facsimiles proved, at first, to be very popular, and the Senfs also prepared and sold large quantities of them directly to collectors, thereby becoming the greatest producers of postage stamp facsimiles in the western world.

By mid-1887, voices decrying the production of facsimiles began to be raised in collectors' circles. Eduard Blossfeldt, writing in *Der Philatelist* of that year, directly attacked this practice of criticism struck home. A poll was conducted among subscribers to the *Illustriertes Briefmarken-Journal*, and early in 1890, the free distribution of facsimiles ceased. The firm nevertheless continued to sell its stock of imitations for the next few years.

Facsimiles of ninety stamps and four stamped envelopes were distributed with the Senf Brothers' journal between January, 1884 and January, 1890. In arriving at this total, facsimiles issued in sheet form have been counted as single stamps. Also, the Senfs produced and sold some forgeries which were not part of the art supplements. Only four of the dollar value United States newspaper stamps were distributed with one (to any given reader) of the rose colored cents values. Thus, nineteen additional newspaper stamp facsimiles of the issue of 1875 plus three of the issue of 1865 (none of which was distributed free) must be added to the list of known productions (1). This made a grand total of 112 stamps and four stamped envelopes prepared by the Senf Brothers for distribution and sale.

Some of the more spectacular Senf facsimiles included the insured letter stamps of Colombia-Tolima on tricolored paper, both the 1d. and 2d. Mulready envelopes of Great Britain, the high values (\$2, \$5, \$10, and \$20) of the United States State Department Officials, and both the cents and dollar values of the 1875 Newspaper Stamp of the United States. A comprehensive discussion and listing of the Gebrüder Senf facsimiles has appeared (2).

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1. Senf, Gebrüder, *Fliegende Blätter für Preisgelder Postwertzeichenkunde*, Selbstverlag, Leipzig, 1891, pp. 39-40.
2. Tyler, V. E., *The Congress Book* 1966-67: 187-196 (1968).



Top row: 1, 2, 3, the work of Scott (page 41); 4, Senf. Centre row: 1, Senf; 2, 3, 4, 5, Taylor Spiro (page 45). Bottom row: 1, Szevala (page 46); 2, Takuma (page 46); 3, 4, 5, Taylor as a page 47). 3 bears a portrait of Taylor; the "Little Wanderer" is said to be Taylor as a youth. The Guatemala was printed for Taylor in 1867 by the Holland Printing Company, Boston, Mass.

Philatelic Forgers: Their Lives and Works
 (Varro Tyler. Robson Lowe. 1976) Hardback
 + d/w
 60p. Hardback with d/w. The stories of
 dozens of forgers – including Stanley
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Philatelic Forgers Their Lives and Works By Varro E. Tyler

"Fakers come, and Fakers go, but Fakes go on for ever."
Stanley Gibbons Monthly Journal 2: 378 (1892).

These writings cast some light into two areas where darkness and shadows have long prevailed, philatelic biography and philatelic forgery. During the century or so in which stamp collecting has been a serious hobby and a business, no phase of the subject has been more neglected than the gathering of information about the individuals who have pursued its various aspects. Biographical writings in the philatelic periodical literature — and the bulk of the literature is periodic in nature — usually take the form of obituaries. By common custom, these follow the practice of recounting only the commendable past actions of the deceased, so much of interest is lost.

Yet the lives of many persons associated with philately in the past, and in the present, are not without interest nor have all their actions been commendable, particularly when viewed from our present vantage point. Wherever stamp collectors gather, in private homes, at the club rooms, or in the lounge near the exhibition hall, the best stories are not about stamps but about people. The ability of some philatelic raconteurs to provide an interested audience with a seemingly endless number of stories about philatelic personalities and their deeds and misdeeds is almost legendary. Unfortunately, most of these tales are never committed to paper and remain both esoteric and ephemeral.

This is particularly true of biographical information dealing with philatelic forgeries. Forgery is a sensitive issue in any field and especially so in stamp collecting. For the very beginnings of the hobby, authorities have been sharply divided on the advisability of publicizing the details of unauthorized philatelic practices and the culprits who perpetrated them. We could spend much time examining the arguments pro and con, but that would be of little avail.

In this work, the word "forgery" is used in its broadest sense. As employed here, it is synonymous with counterfeit, facsimile, imitation, reproduction, reprint, forgery (a reprint from an altered die or plate), fake, or even bogus item. Consequently, application of the title "forger" to an individual does not necessarily mean that the person so designated produced any of these products with the intent to defraud or that his activities were necessarily contrary to existing law. It merely means that the individual prepared or marketed one or more of these items which in the broadest sense may be designated forgeries.

Some forgers produced forgeries for their own amusement or that of their children or friends. Others printed and sold them as "space-fillers," for the benefit, they believed, of stamp collectors and their hobby. Still others prepared them to deceive philatelists or governments with the intent of obtaining illegal profits from their sale or use. Stories of all of these types of individuals are assembled indiscriminately in the forthcoming notes. To determine in just which category any particular forger belongs, it will be necessary for the reader to review the facts before forming any judgment concerning them.

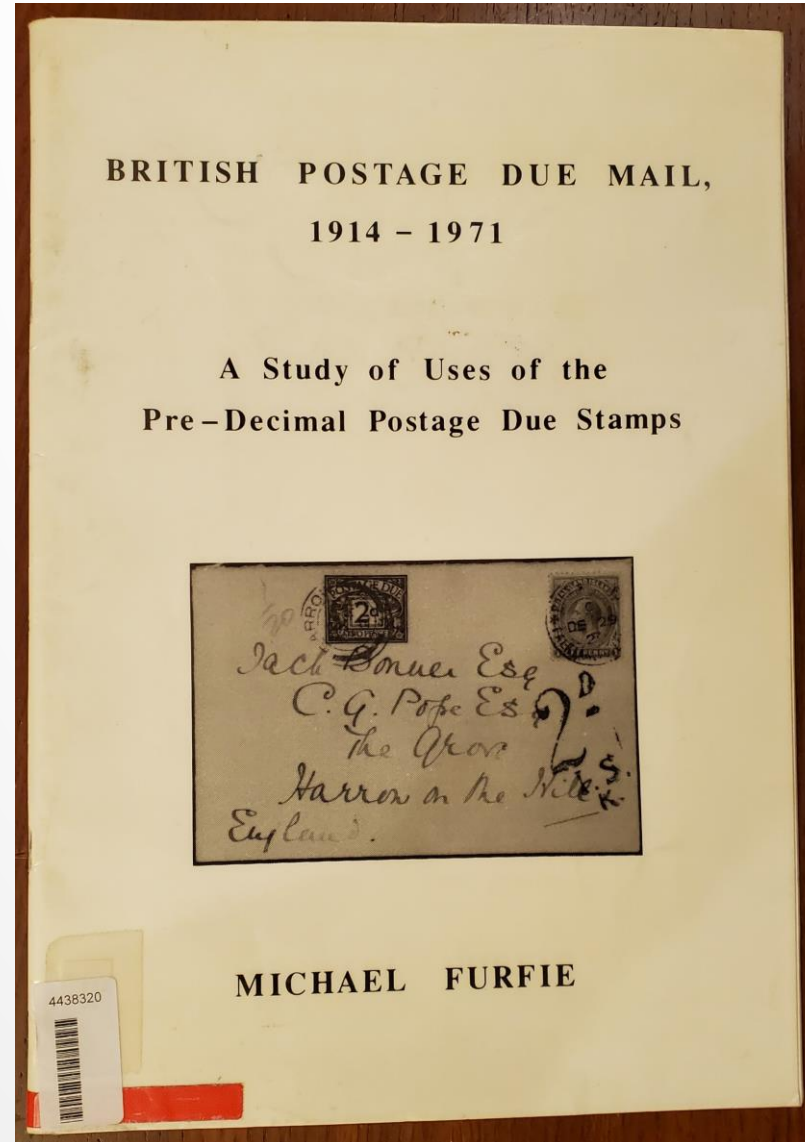
The English language literature on the subject of philatelic forgers and their works is extremely scanty. That which exists is scattered here and there, in bits and pieces, through thousands of issues of hundreds of journals and books. The identity of a forger is sometimes disclosed, almost by accident, during the discussion of a particular counterfeit. Publications in foreign languages, especially in German, are often somewhat more detailed and more precise, but they, too, leave much to be desired. Fortunately for collectors, the literature on the products is much more complete, and better organized, than that on the producers.

Readers may well ask the question, "If information on philatelic forgers is so difficult to obtain, why bother?" The answer is exactly the same as the reason for engaging in stamp collecting itself, "Because it's interesting!" The machinations of these rogues — some of them actually become lovable rogues if we are separated sufficiently from them in time and money — are downright fascinating. I find it hilarious to contemplate the acquired meaning of "J. SCHL." (Jst SCHlecht — is bad), the abbreviated signature of the old-time Berlin stamp dealer and expertizer, Julius Schlesinger, every time I see it on the back of a stamp. I can't view a Hamburg or Heligoland reprint without thinking of their producer Julius Goldner and how C. J. Phillips referred to him, in his obituary, as "an esteemed confrère" and a "jovial companion." S. Allan Taylor is justly infamous to-day, but

LOT 68

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Date Range From To	Due	Rate	Weight (oz)	Paid	Scar- city	Reasons for Amounts Paid
1.5.40 30.9.57	1d	2½d	Min	2d	R5	PC, LPP (1.6.51 - 31.5.56), PP (from 1.6.56).
	2d	2½d	Min	1½d	R3	OR, LPP (to 31.5.51), PP (1.6.51 - 31.5.56).
	5d	2½d	Min	-	R1	Unpaid.
1.5.40 31.12.55	1d	3d	2-4	2½d	R5	Min.
	2d	3d	2-4	2d	R7	2-4oz OR.
	3d	2½d	Min	1d	R3	PC OR, PP (to 31.5.51).
	3d	3d	2-4	1½d	R7	PP 2-4oz (to 31.5.51).
	4d	2½d	Min	½d	R7	PP OR.
	6d	3d	2-4	-	R6	Unpaid.
1.1.56 30.9.57	2d	4d	2-4	3d	R7	2-4oz OR.
	3d	4d	2-4	2½d	R6	Min, LPP (from 1.6.56), PP 2-4oz (to 31.5.56).
	4d	4d	2-4	2d	R7	PP (from 1.6.56).
	8d	4d	2-4	-	R7	Unpaid.
1.10.57 15.9.68	4d	6d	2-4	4d	R5	2-4oz OR, PP 2-4oz (to 16.5.65), Min (from 17.5.65).
1.10.57 16.5.65	1/-	6d	2-4	-	R6	Unpaid.
	1d	3d	Min	2½d	R2	OR, PC, LPP (to 30.9.61), PP (from 1.10.61).
	2d	3d	Min	2d	R3	PC OR, PP (to 30.9.61).
	3d	4½d	1-2	3d	R2	Min, LPP (from 1.10.61).
	3d	6d	2-4	4½d	R5	1-2oz.
	4d	4½d	1-2	2½d	R7	OR, LPP (to 30.9.61), PP (from 1.10.61).
	5d	4½d	1-2	2d	R7	PP (to 30.9.61).
	6d	3d	Min	-	R1	Unpaid.
6d	6d	2-4	3d	R4	Min.	
9d	4½d	1-2	-	R6	Unpaid.	
17.5.65 14.2.71	2d	4d	Min	3d	R3	OR; To 15.9.68: PC, PP.
17.5.65 15.9.68	8d	4d	Min	-	R1	Unpaid.
	2d	6d	2-4	5d	R7	PP 2-4oz.
3d	4d	Min	2½d	R7	PC OR, PP OR.	



Figure 1. This 1917 card had a packet of shamrock seeds attached, so it did not qualify for the 3d postcard rate. The charge mark is of Irish office 186, Dublin. Ratings: S1, R4. Improved by both the Irish mark and the Isle of Man destination.



Figure 2. Unpaid letter, 2d rate, 1921. Addressed 'O.H.M.S.' to a tax inspector. Ratings: S4, R4. Discount for the spike hole.

British Postage Due Mail 1914-1971
 (Michael Furfie. Self-Published. 1993)
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Figure 32. Printed papers item from South Africa, 1c rate, November 1966. Letter rate 5c. Taxe fraction $\frac{1}{2}$ multiplied by 9d letter rate gives 1.8d, so the new 3d minimum was charged. Ratings: S2, R4.



Figure 33. Correct use of tax fractions. U.S. letter rates: air 20c, surface 13c. Ratings: S4, R3... but $5\frac{1}{2}d$ due deserves about R5.

5 MISCELLANEOUS USES AND FEATURES

Charge Not Collected



Standard handstamps for this marking were distributed on the introduction of postage due stamps in 1914. They were for use when postage due stamps had been affixed to an item of mail, and usually datestamped, but it had proved impossible to collect the surcharge, at least initially. This might have been because the item was wrongly addressed, or the addressee had left, or was unwilling to pay the postage due.

If a forwarding address was known, the item would normally be redirected there, and the new delivery office would affix fresh postage due stamps. Otherwise, if the sender's address was known, the item would usually be returned, and the sender required to pay the surcharge, again with fresh stamps. (Senders were legally obliged to pay if the addressee refused to do so.) If the return address was on the cover, it would be returned unopened. If it had been necessary to open it to find a return address, then it would probably be returned under separate cover (e.g. a Returned Letter Office envelope), with the fresh postage due stamps on that cover. Finally, if it proved impossible to return the item, it would be sent to the Dead Letter Office for disposal; although they were meant to be destroyed, such items do occasionally appear on the philatelic market.

The 'Charge Not Collected - Fresh Label Required' mark makes a cover more interesting, as does the presence of a second set of postage due stamps. As a rough guide, covers rated R1 to R4 should be upgraded by one grade if they have this mark. Covers with two sets of postage due stamps - even for two attempts to collect the surcharge at the same address - might be upgraded thus: R1 to R4, by two grades; R5 and R6, by one grade. (Covers with both features should only have the second upgrade applied.)

Within the post office, postage due stamps were treated as a form of cash. If one was used on a letter, the money collected from the addressee would be used to buy a replacement, in effect. When a charge could not be collected for any reason, the correct procedure was for the delivery officer to complete an 'uncollected surcharge claim form'. Daily authorised, this would be exchanged for replacement stamps. Often covers with the 'Charge Not Collected...' mark have manuscript initials on or near the stamps it cancels; these are the authorising officer's.

This procedure might well have been found onerous. In any case, it was quite common practice to circumvent it. If a postage due stamp could be removed from an undeliverable item and affixed to another piece of surcharged mail awaiting delivery, then its value might be collected after all. Sometimes one finds covers with postage due stamps which seem to have been used before. They may have extra postmarks, not tying them to their present covers, or thins, or signs of extraneous paper adhering to the back. Some

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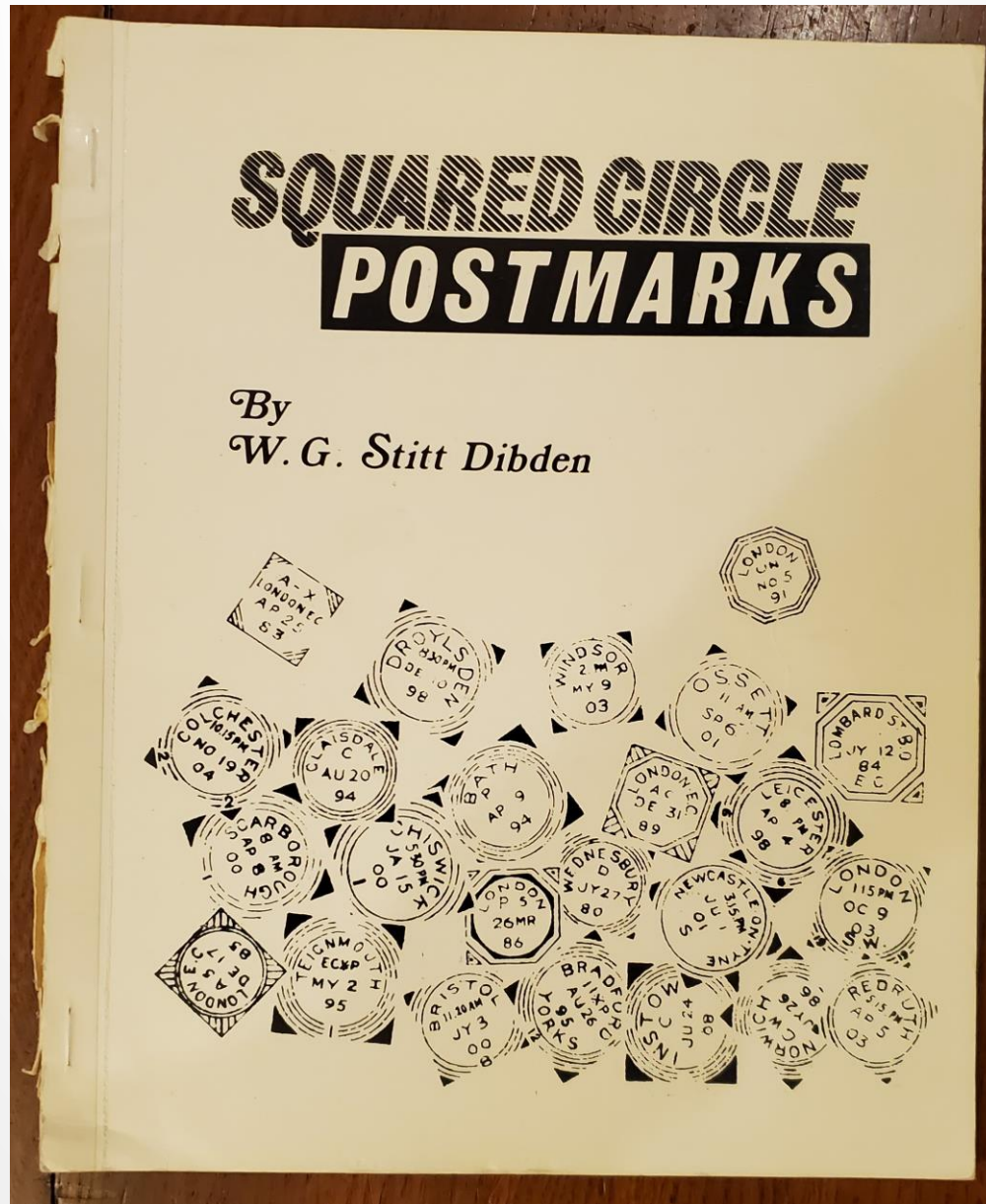
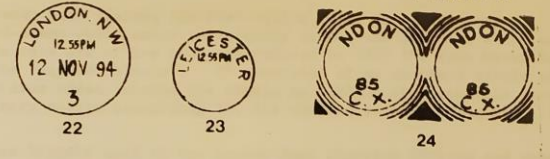


PLATE II



CLASSIFICATION



Type 1—three arcs

Type 2—two arcs



Type 3—one arc

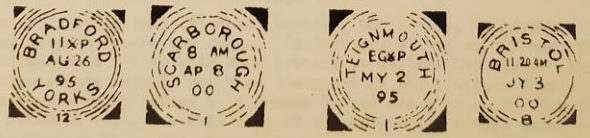
Type 4—3 added circles

Type 5—2 added circles 1 row of arcs



Variety D—index in corners

Var. E—index inside circle

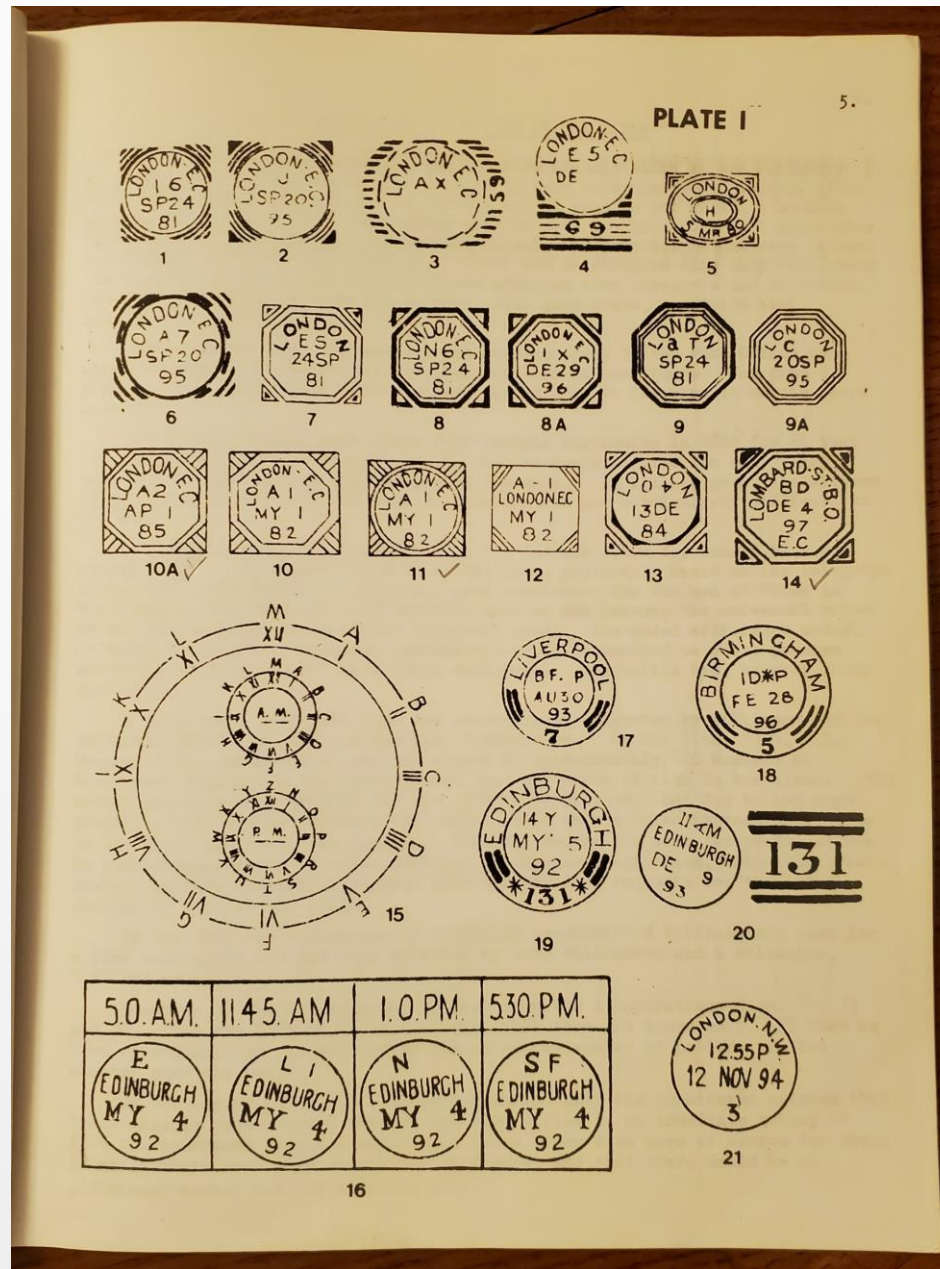


Var. F—index below circle

Var. G. Index in gap

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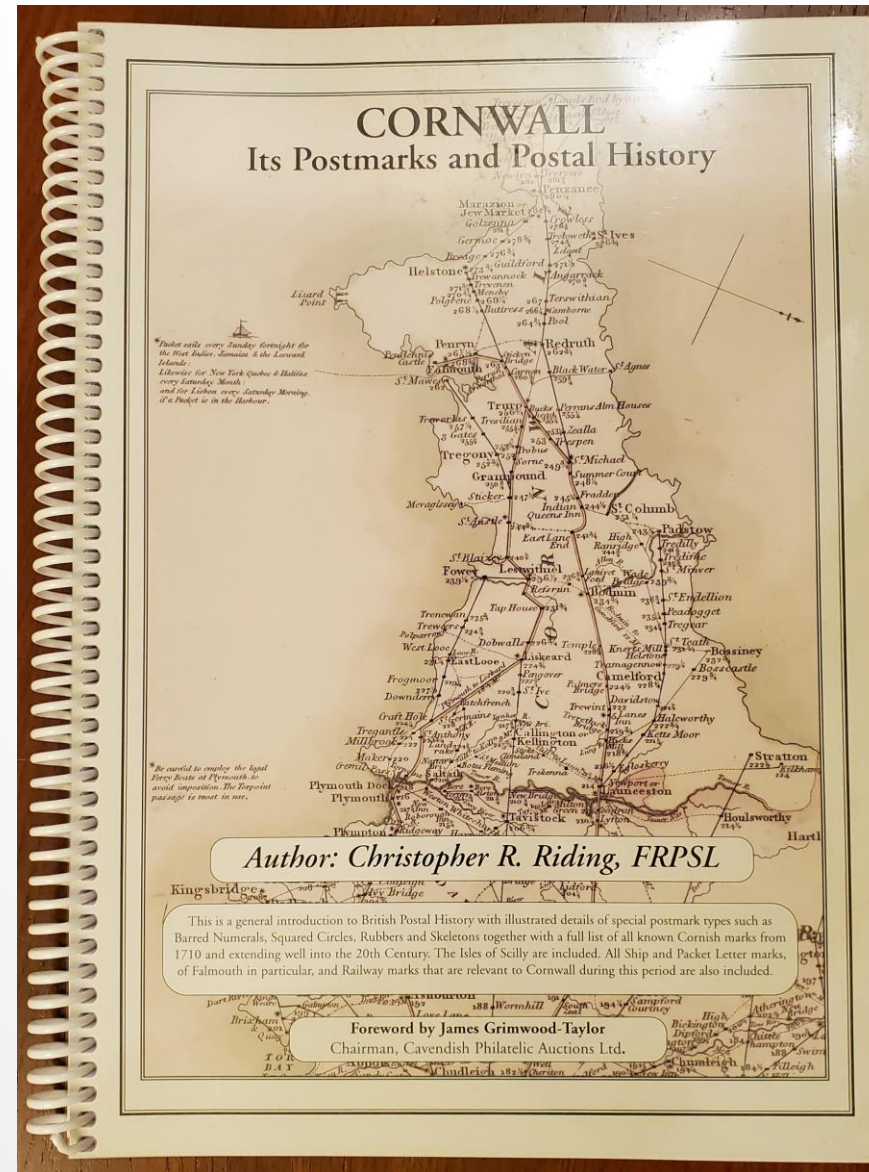
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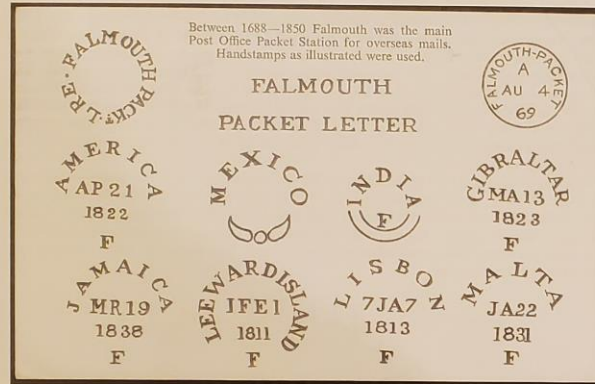
£6

Cornwall: its Postmarks and Postal History (Christopher Riding. Self-Published. 2006.) 127p. Spiral-bound. Very useful listing of all the post offices and postmarks of Cornwall from 1710 to post-WW1.



Cornwall: its Postmarks and Postal History (Christopher Riding. Self-Published. 2006.) 127p. Spiral-bound. Very useful listing of all the post offices and postmarks of Cornwall from 1710 to post-WW1.

Ship Letters, Packet Letters - what is the difference? It is important for collectors of this material that the difference is understood. The expression 'Packet Letters' refers to any item of mail that has been carried by a vessel owned by or contracted to the Post Office or the Government (i.e. Packet Boats). 'Ship Letters' were those carried by private ships (i.e. ships other than Packet Boats) and generally they plied routes over which no packet services were available to the public.



This card was issued in 1973 by the Postal History Society to commemorate their annual conference held that year in Falmouth

Cornwall was the first landfall for most ships coming to Britain, and soon after reaching these waters vessels found themselves at the entrance to one of the world's largest and safest natural ports - Falmouth. So it was inevitable that in 1688 the Post Office chose Falmouth as the Packet base for the Peninsular service and, later, for services to America and the Mediterranean. But it was not until 1797 that a Packet Post Office was set up there independent of the Falmouth Town Post Office. The Packet Post Office had its own postmarks which were applied to letters that were not addressed to London. Letters for London were generally separately bagged in the Post Office of despatch and received no Falmouth mark. Initially the same marks were used for all such incoming mail irrespective of its port of despatch but in 1809 a series of green circular marks was introduced that showed the country or port of despatch around the rim - these are known as the 'Falmouth Greens'. At first the date of arrival was shown in the centre of the mark but over the years this date was omitted.

Ship letters could be brought ashore anywhere within the British Isles wherever the ship's master decided to make his first call so all ports had a Ship Letter handstamp which incorporated the name of the port. Inevitably many Cornish ports were among the first to be visited by vessels approaching Britain from the South or West so their marks, particularly those of the larger ports such as Falmouth and Penzance, tend to be the more common though if there was no reason for the ship to stop and weather conditions were favourable ports further up the English Channel or elsewhere on the West coast of Britain were visited first. Prior to departing from or to an overseas port the owner or master would advertise his willingness to carry letters to his destination. A fee of one or two pence per letter was paid by the sender to the master but there was no legal responsibility on his part for the letters' safety. Before the establishment of the Post Office the master would make

whatever arrangements he could for forwarding letters to their addressees, but when new regulations were introduced, following the 1660 Act, masters were required to hand letters in at their first port of call for onward transmission by the Post Office. By 1668 a gratuity was being paid to the master for each letter landed; by 1685 more than 60,000 penny gratuities were paid. At that time there was no lawful means of recovering these payments from addressees but by the 1711 Act (9 Anne c 10) the Post Office was empowered to charge a 1d ship letter rate on all incoming letters which could be, and was, collected from the relevant addressees.



No.21: the rare 'Mevagissey Ship Letter'

Illustrations of the standard handstamps used on Ship and Packet Letters can be found under 'Falmouth - Ship and Packet Letters' in this list.

d) Railway Postmarks

Spanning different periods in the nineteenth century there were six companies in Cornwall that operated railways with T.P.O.s (Travelling Post Offices, or Railway Sorting Tenders / Carriages) as part of their trains. They are the ones that are of interest to us here and for which I have listed their postmarks. In respect of the Great Western Railway it is not possible to split the marks between those that were used in Cornwall and those that were not. I have therefore included all of them since there is no reason why they should not appear on mail either into or out of Cornwall. Detailed information, based on records that in the main still exist, regarding these companies can be found in 'The Travelling Post Offices of Great Britain and Ireland, their history and postmarks' by Harold S.Wilson.

Many of the marks listed do not appear, at first glance, to show differences. Minor differences though can be seen, most relating to the presence or absence of dots which can be either between words or after single letters to show abbreviations. Sometimes even the position of a dot is significant, e.g. whether it is level with the base of the letters or raised into the position that a hyphen would occupy. In addition to those that I have listed here as 'not recorded by Wilson' there may still be others that have not yet been recorded. It would be appreciated if any new items could be reported to me please.

The abbreviations R.S.O. and S.O. cause more discord among budding postal historians than any other because they are found at small places that are far from any railway line, the extreme example being Sark in the Channel Islands. Thus it is often assumed that the 'R' stands for Rural.

Cornwall: its Postmarks and Postal History (Christopher Riding. Self-Published. 2006.) 127p. Spiral-bound. Very useful listing of all the post offices and postmarks of Cornwall from 1710 to post-WW1.



The Reading Room and Post Office at Feock (card postmarked 12th July 1911)

FIVE LANES: Hamlet on main road, 7m WSW of Launceston, from c.1780 to 1859 received mail for Camelford from Mail Coach; opened by 1793 under Camelford P.P. by 1825, under Launceston by 1855, closed c.1858 when Mail Coach ceased to run, PO business transferred to Altarnun.

1	Se3.50x8-box	<i>Five Lanes</i>	1825	?MAY1839	Co.86	5
2	Se3.45x7-box	<i>Five Lanes</i>	1828	?OCT1832	Co.87	6
3	Se2.29.U	FIVE-LANES / arcs	Pr.18SEP1839	?NOV1839	14MAR1849	Co.89
4	Se3.41x12-box	<i>Five Lanes / Penny Post</i> boxed	Blue	23APR1828	6JUN1828	Co.90

There were no Receiving Houses under Five Lanes

Barred Numerals (161)

5	'1844'	Pr.APR1844	22MAY1844	28APR1858		6
6	DR1.25.U	Pr.27DEC1851	14JAN1852	15DEC1856	Blue, green	7
7	DR1.22.U	Pr.28APR1857	15JUN1857			7

FLEXBURY: Town sub-office of Bude, opened in 1908, closed in 1974

1	SR3.28.N	FLEXBURY / BUDE S.O. / CORNWALL	Pr.9APR1908			P
2	SR3.???	FLEXBURY / BUDE CORNWALL	21JUN1912	30OCT1918		8

FLUSHING: Residential village and small port on E branch of the Fal Estuary, ferry to Falmouth; under Falmouth

1	Se2.29.U arcs	Pr.29JAN1844 Red	19MAY1844	23FEB1857	Co.91	5
		Bk	3APR1857			8
2	SR1.20.U	Pr.5AUG1857	23NOV1857	12MAR1858		6
3	SR3.20.L Ltrs 3mm	Pr.9MAR1863	24APR1863	4JUL1889	A	5
4	SR3.21.L		25OCT1898	12SEP1910	A	4
5	SR3.20.L Ltrs 2 1/2mm		28OCT1910	5SEP1925	A B C	3

FORDER: Town sub-office under Saltash, opened in 1893, closed 17 June 1972



Forder Post Office (arrowed)

1	SR3.28.N	FORDER / SALTASH	Pr.28MAR1893		Rubber	P
---	----------	------------------	--------------	--	--------	---

FORE STREET, NEWLYN: Town sub-office of Newlyn, opened 1 October 1892, closed 1941/46/7

1	SR3.24.N	FORE - ST - NEWLYN / PENZANCE	4JAN1902			7
2	SR3.25.L	FORE - ST - NEWLYN / PENZANCE				6
			14APR1906	21AUG191?		C

FOUNDRY HILL: Town sub-office of Hayle, opened on 1 February 1890, closed in 1910

1	SR3.22.L	FOUNDRY - HILL / HAYLE	17APR1906		A	7
---	----------	------------------------	-----------	--	---	---

FOUR LANES: 2m S of Redruth, under which it opened and remained

1	DR1.25.U	FOUR - LANES	Pr.FEB1853			P
2	SR3.28.N	FOUR LANES / REDRUTH	Pr.29NOV1899	23FEB1905	7NOV1914	Rubber
						5

FOWEY: Seaport on W bank of Fowey estuary; Post Town, under Lostwithiel by 1855, under Par Station RSO from 2 January 1860, RSO from 1871; became SO from 1 August 1905, Post Town from 1 April 1909

1	Se1.14x7-boxed	FOY	1735	1752	Co.93	A
2	Se1.32x5		1754		Co.94	7
3	Se1.36x6		1765	1792	Co.95	5
4	Se1.31x4		1793	1814	Co.96	4
5	Se1.20x10	FOWEY / 256 '256' boxed	1804	1822	Co.97	3
6	Se1.36x5		1814	1819	Co.98	3
7	Se2.25.U	FOWEY / 256	1822	17FEB1829	Co.99	2
8	Se2.25.U	FOWEY / (blur)	1829	1839	Co.100	2
9	Se2.29.U	Pr.31DEC1839 Bk	1840	4JUN1840	Co.101	5

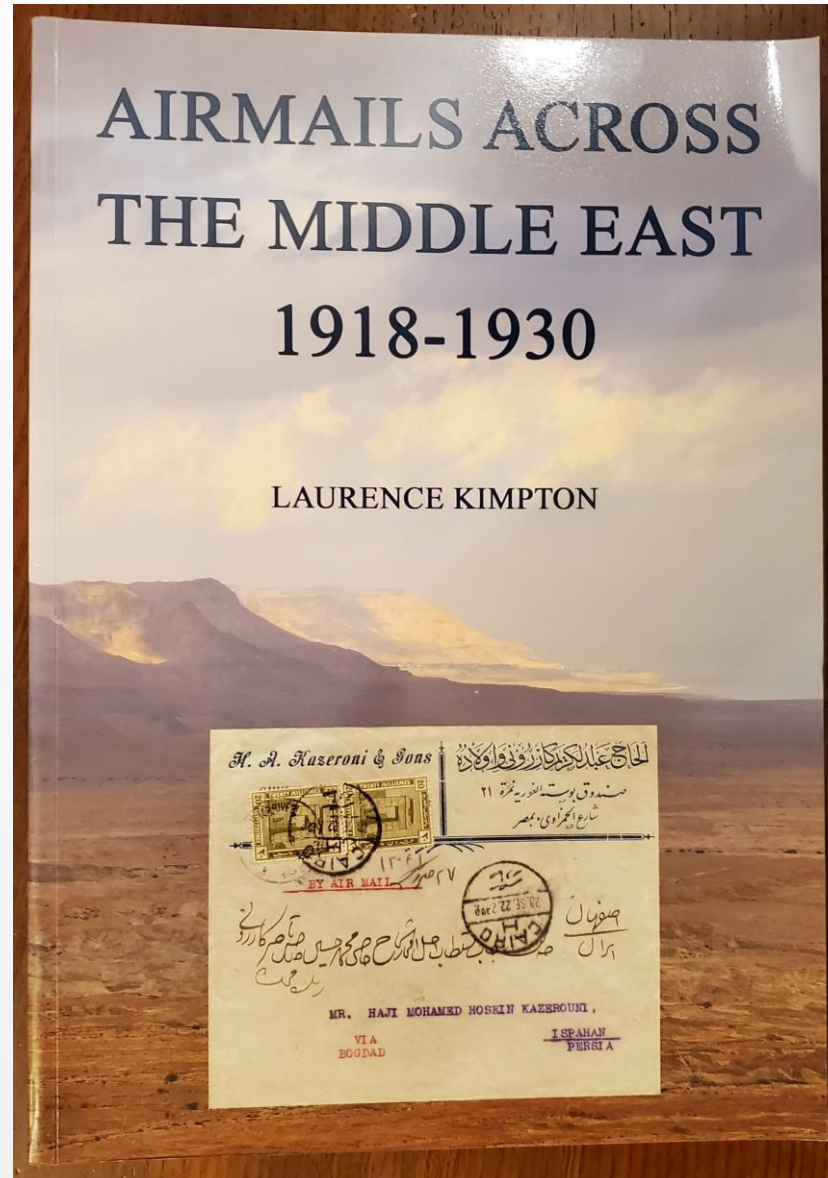
Applied to unpaid letters
Blue 21FEB1840

8

LOT 71

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 new.)

	Postage per oz.	Air mail fee per oz.	Total
From 13 October 1921	2d (Imperial postage)	1/-	1/2
From 15 December 1921	2d (Imperial postage)	6d	8d
From 7 December 1921	3d (Foreign postage)	6d	9d
From 14 May 1923	2½d (Foreign postage)	6d	8½d
From 28 November 1923	2½d (Foreign postage)	3d	5½d

With postage at 3d or 2½d per oz., each additional ounce or fraction of an ounce was charged additional postage of 1½d. The air mail fee was payable in full for every ounce or fraction of an ounce. The foreign postage rate for a postcard was 1½d. The registration fee was 3d.

Fig. 15.2 Great Britain postage rates for the Cairo-Baghdad air mail service.



Fig. 15.3 5 October 1922. Cover to Tehran posted at Willesden, London. Backstamped at Baghdad on 2 September and at Tehran on 17 December. Rate: 9d (3d postage, 6d air mail fee). 8½d



Fig. 15.4 17 May 1923. Cover to Baghdad posted at London. Carried on the first dispatch of mail from London at the rate of 8½d (2½d postage, 6d air mail fee). Flown from Cairo on 25 May, a flight which unusually reached Baghdad on the same day. Backstamped at Baghdad on 26 May.



Fig. 15.5 17 October 1923. Double rate cover to Hinaidi, Baghdad posted at London. Backstamped at Baghdad on 26 October. Rate: 14 (2½d postage for first ounce, 11½d postage for second ounce, 6d x2 air mail fee).



Fig. 15.6 6 August 1924. Cover to RAF Shaibah (near Basra) posted at Eastern D.O. Glasgow. Backstamped at Baghdad on 16 August and at Shaibah on 18 August. Rate: 5½d (2½d postage, 3d air mail fee).



Fig. 15.7 5 March 1925. Postcard to Basra posted at Birmingham. Cancelled at Baghdad on 14 March and at Basra on 16 March. Rate: 4½d (1½d postage, 3d air mail fee). Very few postcards from Great Britain appear to have been flown on the Cairo-Baghdad air mail service.

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Ross Smith in his Vickers Vimy at Bandar Abbas, Persia, en route to Australia, November 1919.

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Underpaid Mail

Underpaid mail was usually forwarded by air and the underpayment doubled and collected as postage due. Frequent causes of underpayment were miscalculating the total rate for letters over 20 grammes and underestimating the weight of letters. These causes are illustrated by the covers shown in Figs. 17.35 and 17.36, both of which were posted on 18 March 1926. Sometimes the application of Iraq tombstone postage due cachets was not accompanied by the amount of deficient postage being entered in the cachet, leading to no postage due being collected, as with the example of the cover from Mosul to Canada illustrated in chapter 16 (Fig. 16.14).



Fig. 17.35 18 March 1926. Cover to Ireland posted at Baghdad Cantonment. Franked 12 annas rather than the correct rate of 15 annas for a letter weighing between 40 and 60 grammes (3a postage for first 20 grammes, 1½a for both of the subsequent 20 grammes, 3a x3 air mail fee). This has resulted in a charge of 5d. Possibly the sender had assumed that the air mail fee dropped to 1½a for the second and third 20 grammes, as was the case with the basic postage rate. Postage due stamps cancelled at Templeogue on 29 March.



Fig. 17.36 18 March 1926. Cover to England posted at Baghdad. Franked 6 annas rather than the correct rate of 10½ annas for a letter weighing between 20 and 40 grammes (3a postage for first 20 grammes, 1½a for the second 20 grammes, 3a x2 air mail fee). This has resulted in a postage due charge of 7½d. However, no postage due stamps have been affixed. The cover has an imprint in red 'Overland Mail Baghdad-Haifa' which has been altered to 'Air Mail Baghdad-Cairo' as there was a departure by air on the date of posting.

Late Fee Mail

Covers with a cachet 'Late Fee Paid' are known from March 1925. However, covers without a late fee cachet, posted the same day that a flight was departing from Baghdad, are to be found with an extra franking of 2 or 3 annas (Fig. 17.37). This probably represents a late fee payment.



Fig. 17.37 20 December 1922. Registered cover to England posted at Baghdad. Franked 15 annas to meet the rate for a registered letter (3a postage, 6a air mail fee, 3a registration) with the extra 3 annas probably paying a late fee. 20 December was the day an air mail flight left Baghdad (unusually on a Wednesday, two days early; the Iraq Post Office gave notice of such alterations). Backstamped at London on 28 December.

Destinations of Mail from Iraq

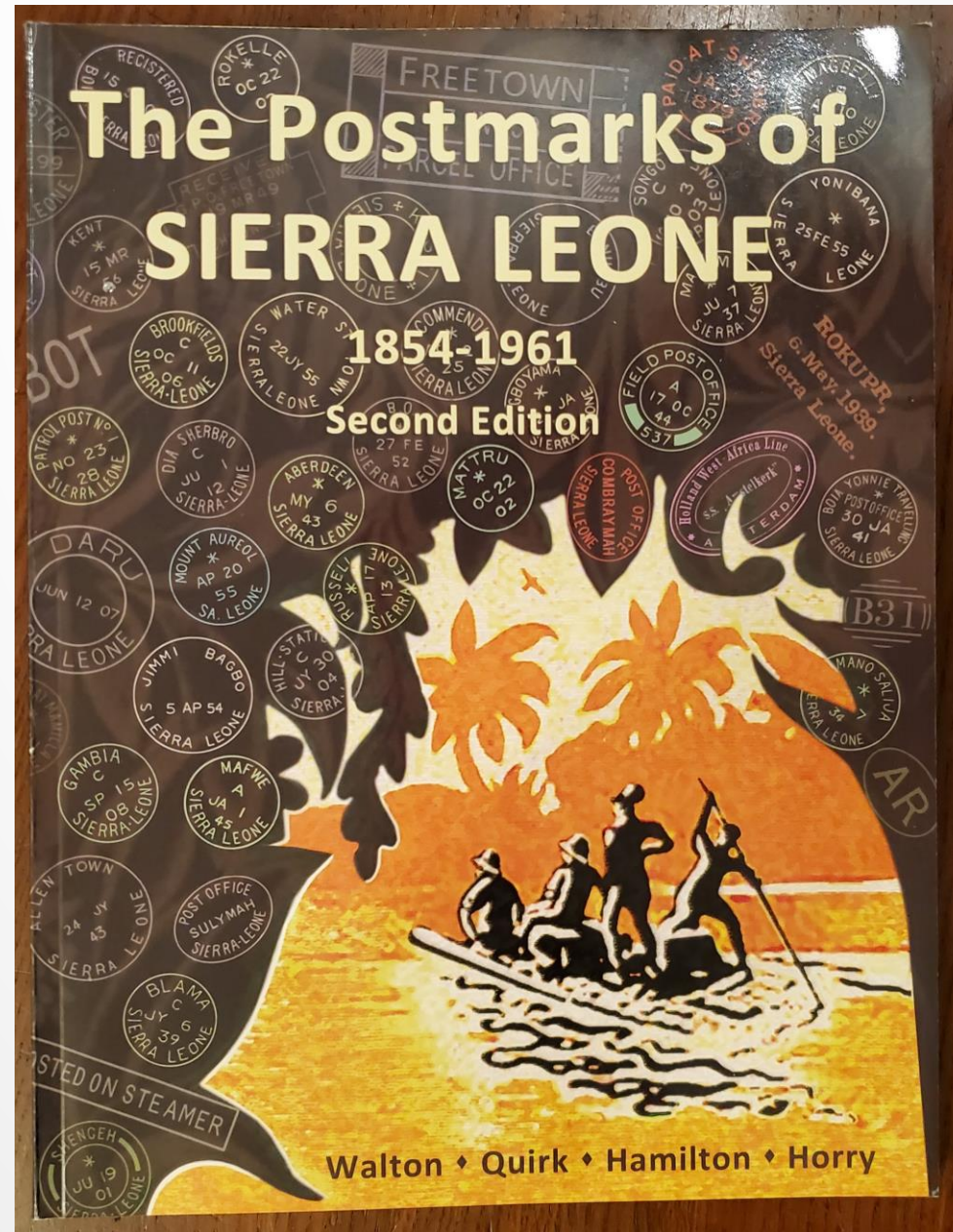


Fig. 17.38 March 1922. Registered multiple rate cover to Constantinople posted at Baghdad (date unclear). Rate: 5 rupees 1½ annas (9½ annas) for a cover weighing between 11 and 12 ounces (3a postage for the first ounce, 1½a for each of the 11 subsequent 20 ounces, 6a x12 air mail fee); no payment has been made for the registration fee of 3 annas.

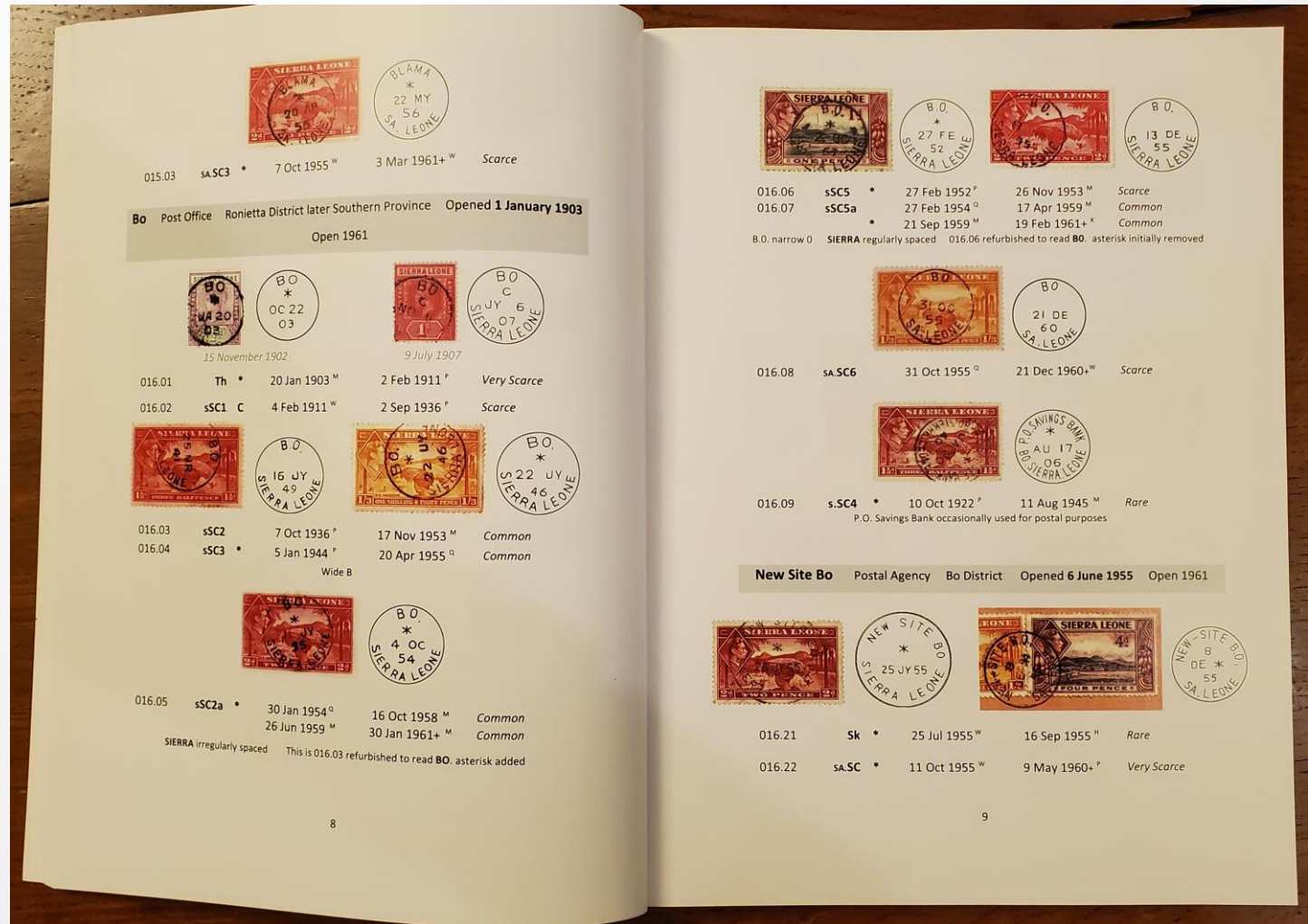
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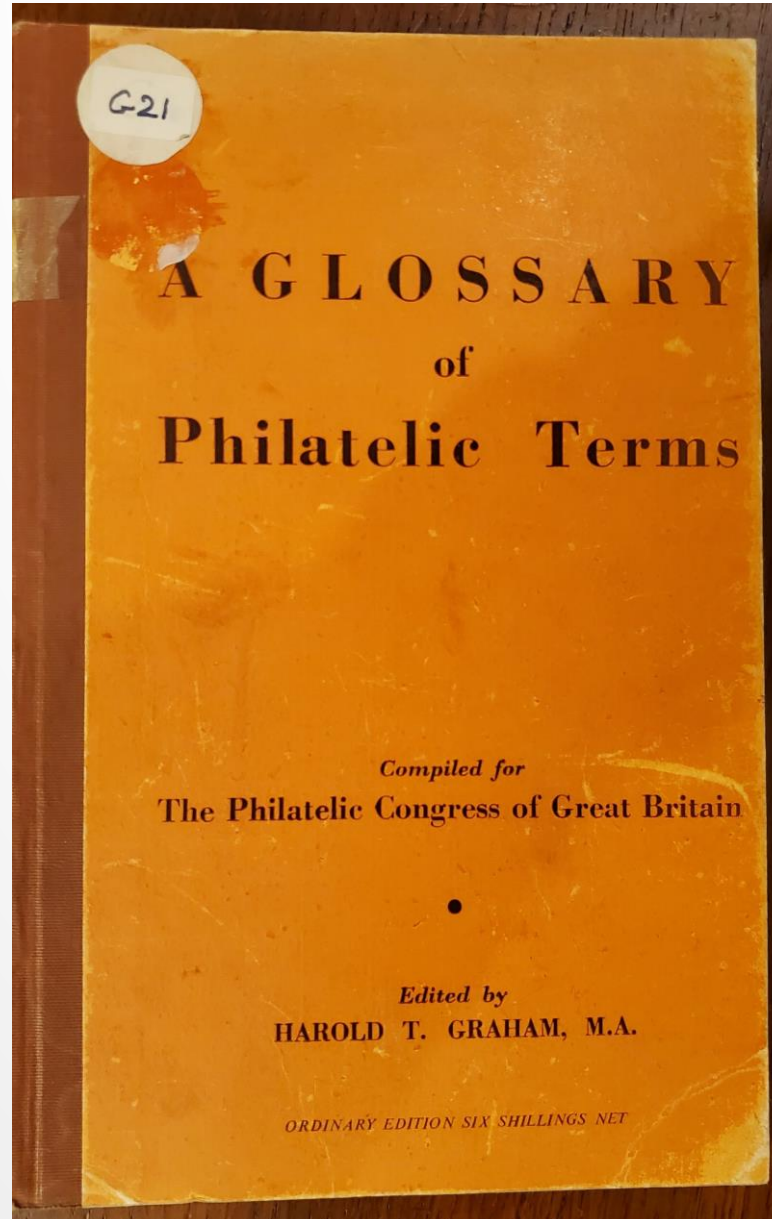
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also responsible for misplacement of overprints, etc. See also REGISTRATION.

Mixed Perforations. See PERFORATION.

Modern Type. See TYPE.

Moiré. Having a pattern formed of wavy lines like that upon watered silk. Such a pattern is found on the back of Mexican stamps of 1872. A Moiré pattern was also overprinted on certain stamps supplied to the British Honduras Post Office during the War of 1914-1918 as a precaution against possible seizure on the high seas.

Mother or Original Die, Matrix Die. The first die to be made, is the original. From this, a copy may be made which, if worked upon directly to produce a die that differs in some respect from the original, is called an "intermediate" die. If, however, the original die is duplicated without alteration in order that exact replicas can be made, it is referred to as a "matrix" die.

Mould. An impression of the design of a stamp or stamps, either in recess or in relief, impressed upon lead, wax, plaster of Paris, papier mâché, or other substance, upon which the printing surface is subsequently electro-deposited or from which it is cast in stereo metal. It is suggested that when the word "mould" is used its composition (when known) should be given, thus lead-mould, wax-mould, etc.

Mould Group. An assemblage of individual moulds or original plates fastened together and reproduced *en bloc* as stereos or electros, the latter being used for the actual printing.

Mount. A term in frequent, though incorrect, use as a synonym for "stamp hinge." Should more correctly refer to a piece of paper, card or other material to which a stamp is affixed for purposes of collection or display. See HINGE.

Mount Damper. An instrument fashioned like a fountain pen but with a small brush substituted for the nib. The barrel of the instrument is filled with water. Used for moistening stamp hinges, and after some practice is more facile than the human tongue.

Mourning Stamps. Special "In Memoriam" Stamps, usually having a black edge, issued in commemoration of the passing of a Chief of State or other great personage.

M.B. or B.M. (Moveable box) (Boîte mobile). See SHIP LETTERS.

Mulready. The first letter sheets and envelopes officially issued in Great Britain in 1840, which prepaid postage, were designed by

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Wm. Mulready, R.A. These items are known by the designer's name.

Mulready Caricature. The official Mulready cover and envelope did not find favour with the public, and private firms printed envelopes and covers in many humorous designs casting ridicule on the official stationery, resulting in its disuse. The "Caricatures" did not prepay postage and ordinary adhesive stamps had to be affixed.

Mute Cancellations. See CANCELLATIONS.

Native Paper. See PAPER.

New Issue Service. Provided by stamp dealers for the supply of new stamps, as they are issued.

Newspaper Stamps. Stamps employed for the prepayment of postage on newspapers.

Newspaper Tax Stamps. Stamps impressed upon newspapers in Great Britain, originally denoting a tax, which later included postage. See also JOURNAL TAX STAMPS.

Non-Coincident Re-entry. See RE-ENTRY.

Oblique Roulette. See ROULETTE.

Obliteration. A mark, which does not indicate day or time, employed for defacing stamps on letters, etc., passing through the post. See also CANCELLATIONS.

Obsolescent. Stamps about to go Off Sale, q.v.

Obsolete. Strictly speaking, no longer available for use; but generally applied to stamps no longer issued by the Post Office, although valid for use. When stamps are no longer valid for use the term invalidated is preferable though the term "demonetized" is sometimes employed. Stamps which are no longer in current use. See also OFF SALE AND INVALIDATED.

Occupation Stamps. Stamps forced upon a country during an enemy occupation. Such stamps, surcharged or overprinted, have been: (i) stamps of the invaded country; (ii) stamps of the invader. Occupying powers have been known to issue quite new sets of stamps and also to have permitted the invaded country to issue stamps under supervision, e.g. Channel Islands.

Odontomètre. The original term coined by its inventor to describe the perforation gauge, q.v.

Off Centre. Owing to inaccurate placing of the sheet of stamps in the perforating machine, or inaccurate adjustment of that machine,

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relating to Scientific Methods
as applied to Philately

1. GENERAL

Aniline Colour. Term used in philately to indicate a certain characteristic shade (scarlet) produced by the pigment ink used for printing the design, which penetrates the paper to the reverse side. This particular colour produces a distinct fluorescence under ultra-violet rays (G.S.M. XXII, 1949).

Benzene. A hydrocarbon prepared from coal tar by distillation; commercially known as Benzole, which on purification produces Benzene (N.B.—Not to be confused with Benzine, a different substance). Is very inflammable and has a boiling-point of 80°C.

Benzine. A mixture of paraffin hydrocarbons prepared by distillation from raw petroleum. Not to be confused with Benzene. Harmless in contact with the modern dyes used for printing designs, which are insoluble in Benzine but soluble in Benzene to a certain extent. Benzene used for watermark detection will in course of separate immersions cause fading in the design. Is very inflammable and has a boiling-point of 120°–180°C.

Bleaching. The process of destroying colouring materials, usually by oxidation.

Coal Tar. A by-product of coal-gas manufacture. When redistilled produces many fractions containing such substances as Benzene, Toluene, Phenol, Naphthalene, etc., all of which form the starting-point of a very large number of dyes.

Colour. The sensation produced on the retina of the eye by visible light, which is a combination of many colours, each of which has a specific wavelength. See SPECTRUM.

Colour Blindness. The inability to distinguish separate colours. In extreme cases all colours appear to be grey. Two forms of colour blindness occur: (1) where colours cannot be separated, and (2) where red, orange, and yellow-green appear blue; there may also be green blindness.

The normal eye can distinguish 5–6 colours of the spectrum, a very sensitive eye 7 colours.

A GLOSSARY OF PHILATELIC TERMS

Colour Vision. Surfaces reflecting all the component colours of visible light appear white. Coloured opaque bodies reflect particular colours and absorb all the other colours of the spectrum. Coloured transparent bodies absorb all the colours except the one used for colouring the medium—e.g. glass—and this is then transmitted.

Dyes. A large number of coloured chemical compounds produced from many sources: natural colours from plants, insects and minerals; artificial colours from products obtained by the distillation of coal tar. The latter are all organic or carbon compounds and are sometimes erroneously termed aniline dyes, due probably to the fact that the first synthetic dye was produced from an aniline source by Sir W. H. Perkin in 1856, who thus founded the dye industry.

These organic dyes are quite distinct from the inorganic (metallic) basic colours used in pigments for printing the design of postage stamps mainly before 1856.

Epidiascope. A form of lantern for projecting original prints, pictures, or solid objects on to a distant screen. Mirrors, prisms, and lenses in conjunction with powerful illuminations together constitute the projection.

Ferric Oxide. An oxide of iron (Fe_2O_3) which occurs naturally as Haematite, a reddish-brown compound, and is used in pigments for printing.

Formulae (Chemical). Term used to represent molecules, atoms, or compounds to designate the component parts or structure of substances—e.g. H_2SO_4 (Sulphuric Acid), which consists of 2 atoms of Hydrogen (H_2), 1 atom of Sulphur (S), and 4 atoms of Oxygen (O_4). All in combination representing the molecule.

Frequency. The number of vibrations or oscillations per second in a wave-motion—e.g. light or sound. Determined by the division of the velocity by the wavelength.

Hydrogen Peroxide. A liquid, usually sold in dilute solution with water, which produces oxygen very readily and is used for bleaching. N.B.—Must be used with caution.

Hypochlorite. A bleaching agent often in the form of a sodium or calcium compound in solution.

Inks. Used in many forms for printing the designs of postage stamps and also for cancellations (postmarks). Inks used before

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