

# CAMEO



The Journal of the West Africa Study Circle



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### Front Cover

Cameos appear on the front cover  
for the first time since January 1996

Mis-perforated sheet of 12 of the 3d slate-grey  
of the 1883-97 set

See page 246

# Editorial

The “straw poll” on the scope of the Study Circle yielded only a handful of responses and so it has been decided at the last committee meeting that there will be no change to the scope of the Study Circle nor to the breadth of material publishable in *Cameo*, where members’ studies of the wider context of the mails in West Africa will continue to be welcomed.

In fact WASC members and members of other Study Circles writing on West African topics have hit a peak of activity in the last six months, and I could have filled two issues of *Cameo* this month. I am sorry that this means there will be a number of disappointed authors whose contributions will be delayed for another three months by this rush of material. I hope readers will agree that there is plenty to interest them in this issue, with a lot more to come.

The web-based study of Nigerian aerogrammes is continuing, and the second edition of Philip Beale’s monograph on the 19th century postal agencies is now available—please see the flyer enclosed. I have just received from Richard Beith an 11,000 word chapter on the American contribution to air mails through West Africa in World War 2 to add to my own essay on the British air services. Now all we need are chapters about the Free French, the Vichy French, the Belgians and maybe the South Africans to have the makings of another WASC book!

The next issue of *Cameo* will be compiled by Barry Burns but new contributions can be sent to either of us, and I will be sending him the held-over articles in the next few weeks—authors do not need to send them again.



## Editorial Policy

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

Rob May / Barry Burns

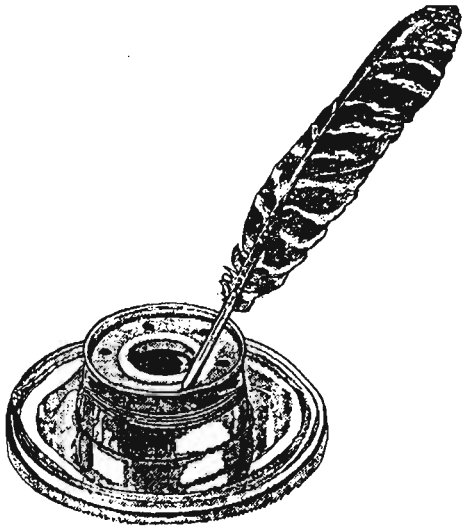
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**Scope** : The West Africa Study Circle studies the postage stamps and postal history of The Gambia, Gold Coast/ Ghana, the Nigerias, Sierra Leone, Cameroons & Togo together with the islands of St. Helena, Ascension, Tristan da Cunha & Gough and the British Postal Agencies in Madeira, Tenerife, St. Vincent and Fernando Po.

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## Letters to the Editor

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

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

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

*Rob May & Barry Burns*

### QE2 West African Stamp Mysteries— 1953 Nigeria

Dear Rob,

My main collection is of Nigerian stamps and postal material and your question and the comments about the Nigeria 1953 stamps took me back to the beginning of my stamp collecting and even earlier. Dad went out to Nigeria in 1957 for his “bachelor tour”, based in Jos. In 1959 Mum joined him, having married in the meantime. I was born in Vom, outside Jos, in 1964. Whilst in Jos, Mum and Dad were introduced to Maurice Fievet, by my Godfather, the local GP Gerry Dunger.

Dad has always been a keen stamp collector and in 1970, in Kaduna, there was a stamp fair hosted at the branch of the United Bank for Africa, which he managed. I went along to the stamp fair and fell for the 1953 £1 stamp. As a six year-old, I didn't have any money but I did have a wobbly tooth. I sold my tooth, still in my mouth, to my mother on the grounds that when it came out she could put it under her pillow and get the money from the Tooth Fairy. The deal was struck and I triumphantly bought my stamp.

I have remained a keen stamp collector and my favourite sets are the 1953 and 1965 (animals) sets. This stems in equal parts from my background and the stories above, the attractiveness of the sets and from the wide range of varieties and errors in these sets that make them so interesting. Although I now have many examples of these stamps, including numerous varieties, that grubby, thinned, used 1953 £1 stamp retains pride of place in my collection, reminding me of the fun and excitement of an equally grubby urchin buying his first stamp and setting out on what became a lifelong hobby.

I look forward to the biography on Maurice.

Lance Goodall  
Raumati Beach, NZ

### Sierra Leone Aerogramme Rates

Dear Rob,

I am pleased to note that the list of Sierra Leone aerogramme rates in the last Cameo (vol 10 p232, January 2008) attracted a certain amount of attention. Two members, Kevin Lowther and Geoff Kellow, pointed out, quite correctly, that we had omitted one rate. Our excuse is that this was slipped in without any official notification; however the database does indeed show this very short-lived rate. Kevin has added further information, and we can say that the rate was raised to 8d in early April 1964, which remained valid until the new decimal rates were introduced on 4 August 1964.

Kevin also drew attention to a shortage of the 7c aerogrammes in 1966, which led to the extensive sale by the Post Office of the internal 3c values with additional postage. We had noticed this but had no evidence as to the cause. A further check on the database confirms that no examples of the 7c value appear between 22 February and 22 September 1966, although there are many examples of the up-rated 3c value and also formula types. Similar, but shorter, breaks occur both earlier and later, probably from the same cause.

Kevin also added some earlier and later dates of usage by only a few days in each case. These do not affect the listing

Peter Rolfe (and Jerry Kaspar)  
Bearsted, Kent

### Gambia 2½d Cameo printings — help requested

Dear Rob,

I have been trying to identify the printings of the 1885-1897 Gambian cameo stamps but, although I have had some success, it is obvious that to get anywhere near completing this study I

will need information from more material. I have 19 complete sheets but this is still not enough! If members could please help me with copies of their sheets it would be much appreciated. Black and white photocopies are better than scans as the flaws are clearer and will sort the printings without the distraction of shades. If any other member has been working on this subject I would be happy to collaborate with them to bring the information on this final cameo issue in line with the others.

John Russell  
Street, Somerset



## WW2 Indian Field Post Office

Dear Rob & Barry

I am writing to see if any WASC members could enlighten me as to the use of Indian Field Post office S159 or 5159 by Nigerian Forces in the India/Burma campaign as I have an upgraded India Registered Letter envelope posted to England by a Nigerian serviceman. Because of under-inking of the date-stamp and writing on the registration label, I am unable to accurately identify the field post office number except to say that it finishes with 159. I believe the date of posting could be 5 October 1945.

Ross Debenham  
Australia

*Ted Proud's Postal History of Burma would be a place to start. For a personal account of the postal service for the West African troops in Burma see Cameo vol 8 no 4, October 2004 pp 192-195.- ed*



## Ghana definitives

Dear Rob,

It was nice to see modern Ghana definitives on the cover of Cameo vol 10 No 4, January 2008.

The C2500 kestrel stamp in question, in the old currency format, is appearing on letters from Ghana now, despite the redenomination which has knocked four noughts off the Cedi. Also seen now is the C1500 martial eagle which Cameo readers, apart from those interested in Ghana, may not yet have seen. This, as for the kestrel stamp, has only the bird's scientific name, *polemaetus bellicosus*.

I imagine that both these stamps must have been on order from Ikam some time before the redenomination of 1 July 2007, and were pressed into service nonetheless. As is not unusual where Ghana is concerned, efforts to establish when these stamps were issued has so far met with no success.

Still appearing frequently on letter from Ghana now are other "old Cedi" denominated definitives; the C3000 angel fish, C4000 flower and C5000 purple heron.

Nicholas Pertwee  
Reigate

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

- Airmails - Barbara Priddy
- Ascension - Bernard Hughes
- Biafra - Dudley Prestedge
- Cameroons - Marty Bratzel
- Gambia - Oliver Andrew
- Ghana - Ian Anderson
- Gold Coast - Peter Newroth
- Lagos - John Sacher
- Maritime - John Knight
- Nigerias to 1914 - John Sacher
- Nigeria post 1914 - Tony Plumbe
- St. Helena - Bernard Mabbett
- Sierra Leone - Philip Beale & Peter Rolfe
- Togo - Jeremy Martin

Access to the internet? Then please try visiting the  
West Africa Study Circle Web Site at : <http://www.wasc.org.uk>  
Webmaster is Ray Harris; contact [harris6@which.net](mailto:harris6@which.net)

NEW CONTENT—The draft Nigerian aerogramme listing remains available to interested members via a unique URL. Contact the webmaster for details. Additional information from members is now being added before further contact with Gerry Kaspar.



## Chinese West Africa

Following Bob Wilcsek's article in *Cameo* January 2008 pp193-198, Frank Walton wrote to Bob with a copy to the editor, and a slightly edited version follows

Dear Bob,

I thoroughly enjoyed your article in the January 2008 *Cameo*. Following appeals in the journals of the West Africa Study Circle (*Cameo*) and the China Philatelic Society of London (*Journal of Chinese Philately*) I have been recording these "Chinese West Africa" covers for several years, with a view to publishing a wider article one day.

Firstly, some direct comments on your article:

1. One WASC collector has a wonderful cover from Chungking to Northern Ireland, dated 6 Feb 31 = 6 Feb 1942, illustrated below. This is an example of the \$11.30 air rate you've not yet come across. The total franking is \$12.30, i.e. air plus \$1 surface.

2. Half way down p197 you give some rates. These unfortunately don't quite tie up with my reading of Sieh & Blackburn.

S&B (Table 9.5B, page 43) state that the \$5.65 air rate increased to \$5.90 on 26 Aug 1940. Unfortunately this means that the cover illustrated as Fig. 3 doesn't quite tie in as nicely as the text suggests. It is still the only cover sent this route/rate that I've seen though! Have you got evidence that S&B are wrong over the \$5.90 rate? I've certainly never seen an example.

Cover from Chungking to Northern Ireland dated 6 Feb 1942 by airmail throughout, using the double Atlantic crossing via Pan American. Ex-Neville Jones collection. Reduced



You quote the weights as half-ounce and ounce. The Chinese PO worked in grams, the rates were actually per 5g for air, and the basic surface rate is for up to 20g.

The international surface rates in force at this time are not linear, in that the 'additional 20g' rate is not the same as the first step. The actual rates are (Ref S&B Table 3B p10):

Effective Date	First 20g	Extra 20g
1 Sep 1939	\$0.50	\$0.30
1 Nov 1941	\$1.00	\$0.60
1 Nov 1942	\$1.50	\$0.90
1 June 1943	\$2.00	\$1.20
1 May 1944	\$4.00	\$2.40

These figures can of course make the difference between rates adding up or not for heavier covers.

I do have scans of approximately 100 airmail covers from China during World War II. I would be delighted to share information with you to mutual benefit.

There will almost certainly be further responses to your article. Perhaps you would like to consider whatever comes back and consolidate them for publication in *Cameo*.

Frank Walton FRPSL  
Dronfield



# Auction Report



## Soler y Llach sale of Gold Coast 8th February 2008

Report by Ian Anderson

Over 300 high quality lots were offered at this sale, primarily from the collection of Jose Castillejo of Spain. Although in my personal evaluation the estimates were top of the range, almost 90% of the stamp lots sold although a significant proportion of the postal stationery did not.

The first lot, an 1874 master die proof, one of only two pieces known, realized more than three times estimate €3400 (1000). A mint strip of 3 x 1d Blue {SG 1}, the largest multiple outside the Royal collection, sold at €7000 (2850) and a first issue collection of early cancellations matched the estimate of €2500.

A block of 6 x SG4, the largest known multiple, of this value fetched €2200 (500) and similarly 6 x SG7, largest known multiple, realized €4900 (1800). Stars of the sale were two blocks of 4 of the 1883 issue halfpenny and penny (SG 9&10) which sold for €13000 (4500) and part of the De la Rue Appendix Sheet for the 1884 issue which also realized €13000 (7000).

A copy of the elusive SG24 20/- green and red with Brandon certificate €2850 (2400) whilst a small group {one stamp and two die proofs} of Sperati forgeries of the same stamp realized €1600 (1500) having been purchased at Sotheby's in 2007 for £2000.

Only a smattering of early pre-stamp letters sold, the highlight being the only recorded copy of the Accra / Paid double ring (ex-McCaig & Cadbury) which sold for €7000 (4000). An 1876 cover carrying a first issue 6d (SG3) realized €9000 (8000). An 1881 cover with 4 x 1d blue (SG5) cancelled by Accra seals more than doubled the estimate at €7500 (3000). All four covers carrying bisects from the 1882 & 1884 period were sold in the €2500 to €3500 range, slightly over estimate. A 1886 cover to Prague with Addah seals cancellations, said to be the only registered example with seals, realized €2850 (2500).

Finally, brisk bidding for essays and proofs of Victorian postal stationery included a hand-painted essay for the penny halfpenny card (H&G1) which fetched €2850 (1800). An hand-painted essay for an unissued 2d registered envelope in mauve sold for €2250 (1500) as did an 1889 Appendix sheet featuring essays for the 1d envelope which realized €2250 (1400). As with postal history, a high proportion of the used examples of postal stationery were unsold.

The collection had been purchased by the auctioneer and many of the unsold items are still to be found in "stock" on the website.



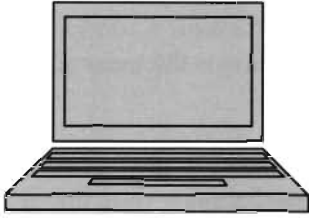
## Gambia 1883-97 3d mis-perforated

John Russell

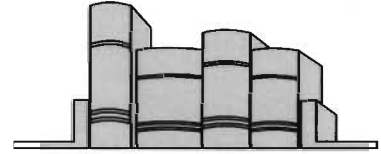
The 3d Gambia sheet shown on the front cover is from the 1883-97 issue. It has been positioned to the side of the perforating machine leaving the left margin imperforate. All sheets of any value recorded in past literature have used various positions in the centre of the machines, always perforating both margins. At present I have no indication whether the first or second comb perforator was used. The shade is slate-grey with a well-defined early cameo head. A check of the flaws identifies the sheet as the first 3d grey printing of 27 August 1883 with sufficient variations to separate it from the other 3d slate grey and grey printings. This all points to the sheet being from the printing missing from Brian O'Hara's 3d grey printings chart.

### Reference


1. O'Hara B. I., *The 1887-97 issue of the Gambian Cameo*, published by the author, no date



## Sources




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

 *The Agents of the General Post Office in West Africa during the 19th Century*, by Philip Beale FRPSL, published 2008 by West Africa Study Circle, ISBN-13:978-1-905647-00-2, ISBN-10 1-905647-00-X, 24p, card covered. Price £6 plus P&P to WASC members, £9 plus P&P to non-members. P&P inland UK £1. Airmail to Europe £2.20. Airmail to the rest of the world £4. Reviewed by Rob May.

When the packet sailings arranged by the Admiralty and the Post Office began in the 19th century postal agents were needed to handle the mail at the ports of arrival. In West Africa these were Fernando Po, Lagos, Madeira, Teneriffe, Freetown and St. Vincent in the Cape Verde isles. The agents in the Spanish and Portuguese colonies were the British consuls; in Lagos there was a consul before the colony was established and in Freetown an unusual arrangement was made by which the packet mail was handled by the same person who dealt with the internal colonial mail. The Spanish and Portuguese authorities finally took over control of all the mail so ending that part of the work of the consuls. Within the British colonies there never were agents in the Gambia or in Gold Coast and the Lagos postmaster eventually replaced the agents in both Lagos and Fernando Po.

The story of these postal agents, the handstamps that were allocated to them, the arrangements for paying their salaries and the instructions given to them for dealing with mail are all described in detail in this publication. One complete set of instructions is printed. The publication has involved much research in the national and Post Office archives and replaces a shorter publication composed in 1974. All sources of information are provided. Extracts are shown from the *Post Office Impression Books* and examples of covers from each place are illustrated. A map of the locations is given and also a booklist of relevant publications.

Whilst this monograph is described as a revised edition, the additional content and use of illustrations has transformed the original 1974 work beyond recognition. The postal covers that have been located and illustrated are very scarce and may otherwise be seen by philatelists only occasionally as part of philatelic displays of the early days of the postal service to and from the Atlantic islands and remote parts of West Africa. The monograph has had a short print run, so members should ensure they order early.

 *Passed by Army Censor. A catalogue of U.S. Army censor markings used on mail from American soldiers and civilian contractors assigned overseas, 1941-42*, by Richard W. Helbock (2006). 256p. Hardbound edition. ISBN 0-0790294-0-6. Cost US\$45 + \$5 shipping within the USA. Published by James E. Lee Publishing, P.O. Box 36, Cary, IL 60013. [Http/www.JamesLee.com](http://www.JamesLee.com) or email: [jim@jameslee.com](mailto:jim@jameslee.com). Review by Marc Parren

Richard Helbock has once more come up with an excellent and thoroughly researched military postal history book. After his 1977 publication dealing with censor markings of Alaska during WWII and the 1991 publication dealing with postmarks of WWII US Infantry Divisions we once more hear from him with a publication dealing with the US Army censor markings during 1941 and 1942 as a consequence of the attack on Pearl Harbor and the USA declaration of war on the Axis Powers. The book is divided into 18 Chapters dealing each with all theatres of operation at the time where US military were stationed overseas, such as Iceland, Greenland, Newfoundland, Alaska, Canada, Caribbean, South Atlantic, Hawaii, Philippines, South Pacific, Australia, China-Burma-India, Middle East, Sub-Saharan Africa while the book ends with Operation Torch in North Africa. Censoring of all US military mail started in mid-December 1941 with initially covers marked by censoring officers in manuscript. However, quite soon regulations

were issued that hand-stamps were to be used on censored letters using an official censor's stamp. The period under discussion saw a proliferation of provisional censor types whose description is the main aim of this book before the standard 3-digit boxed oval numbers came into use.

Each Chapter dealing with a theatre of operation provides an overview of the strategic interest, troop strengths, what APOs were in use, their locality, period of use and what censor hand-stamps were applied with known periods of use. Also the military events in that particular theatre of operations for the period under review are discussed. The book is well illustrated in black and white, printed on glossy paper showing many covers, relevant photographs and maps, as well as tables for the APOs and censor hand-stamps in the various theatres. Each chapter has its own list of references allowing you to dig any further into the matter. Postal connections are to a limited extent discussed especially those from North America via Alaska to the USSR, and the South Atlantic air link to West Africa, the Middle East and beyond. For the West Africa collector it is of interest to note that he deals in some detail with the role of air fields at Ascension Island, Bathurst, Roberts Field, Accra, Kano and Leopoldville. The Appendices form the real catalogue providing an overview of all known censor types, with their measurement, font, location, period of known use and scarcity rating from 1 to 5. The book has a most useful index to allow the reader to link any unit, APO and locality of a cover in your own possession to the described material. This is one of the most attractive philatelic publications I have seen on the market for many years and sets a standard that will be hard to beat. It is worth every penny to have it standing on your bookshelves.



## Sierra Leone George V 1½d damaged 'S'

Frank Walton FRPSL

A picture postcard, which features a group of natives under the title "46. Togo –Chefs et notables— Quittah" was sent from West Africa to New York in late 1931. Despite the Togo connection with the illustration, the card has a Sierra Leone 1½d red stamp and was postmarked in Plymouth, England on 15 December 1931 (Figure 1). This combination of four countries is typical of paquebot use



Figure 1

The greatest interest, however, is the damaged 'S' of SIERRA on the stamp. This is very clear even to the naked eye, and when enlarged (Figure 2) is most striking.



Figure 2

The 1½d duty plate was originally made as a 60-set forme in March 1897 for the Victorian Postage &

Revenue key type, and then increased to 120-set in January 1912 for the King George V printings of a similar design (Ref. 1). Altogether there were 18 printings from the 1½d duty plate (Refs 2 & 3):

Victoria	3
Edward VII (CA wmk)	1
Edward VII (MCA wmk)	2
Edward VII (orange)	4
George V (orange)	3
George V (red)	5

To my eye, the damage is so significant that it is likely to be constant - although the fact that it is not been recorded before to my knowledge would indicate that it occurred late in the plate's life, possibly only materialising during the final printing which was made on 27 August 1927. if anyone can find another example, thus demonstrating a constant variety, then this would perhaps warrant catalogue status.

### References

1. Fembank P.E., *King George V Key Plates of the Imperium Postage & Revenue Design*, p313, WASC, Banbury 1997
2. Beale P.O., *The Postal Service of Sierra Leone...*, pp138, 160-2, RPSL, London 1988
3. Fembank P.E., *King George V Key Plates of the Imperium Postage & Revenue Design*, pp317,319, WASC, Banbury 1997

# King Edward VII Imperium Style Postage & Revenue Key Plate 2

Peter Fernbank FRPSL

The following article first appeared in *The London Philatelist* of December 2007; volume 116, number 1351, pp391-396 and is reproduced in *Cameo* with permission of the author and the editor.

Upon the introduction of the new King Edward VII Imperium style Postage and Revenue design two key plates were manufactured, numbered 1 and 2. Plate 1 was made as a 120-set plate, comprising two panes of 60 separated by a narrow vertical gutter with plate numbers above and below the second stamp in from each corner of the sheet, i.e. two plate numbers in both top and bottom margins. From the early days of the issue it has generally been assumed and stated (Refs 1, 2 and 3) that Plate 2 was made as a 240-set plate, comprising four panes of 60, with a wide horizontal gutter (the height of one stamp) separating upper and lower pairs of panes. In this case the plate numbers were in the top margin of the upper panes and in the lower margin of the lower panes, there being none in the horizontal gutter separating upper and lower panes. It has also been generally believed by philatelists that the 240-set key plate sheets printed from Plate 2 were guillotined along the horizontal gutter into 120-set sheets prior to the impression from the duty plate being applied.

There was no official documentary evidence available to philatelists to support the format of Plate 2 until the De La Rue archives became available to researchers in the mid-1970s. Figure 1 illustrates De La Rue's file die proof for the King Edward Imperium style key plate issue, which states that 120 leads were struck on 31 October (1901) and a further 240 leads on 2 November.

The entry from the *Colonial Stamps* book (Fig. 2) also states unequivocally that Plate 2 was a 240-set plate. Evidence from such impeccable sources would seem to remove any doubt concerning the size of Plate 2.

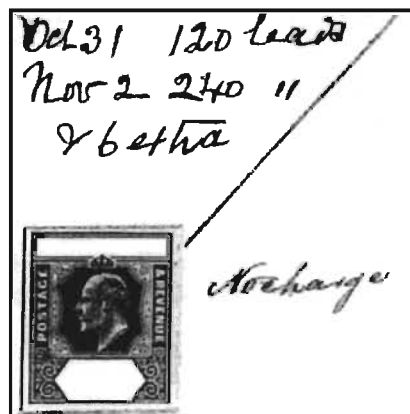


Figure 1: De La Rue's file die proof for the King Edward Imperium style key plate issue

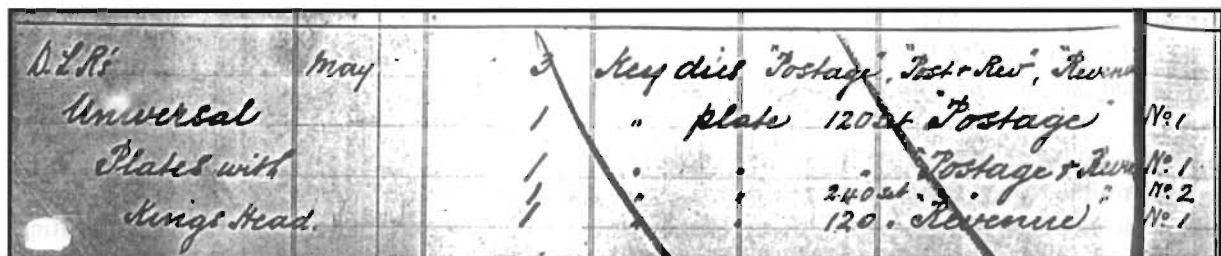


Figure 2: The entry from the *Colonial Stamps* book stating that Plate 2 was a 240-set plate

However, an article in the British West Indies Study Circle bulletin (Ref. 4) concerning the Cayman Islands King Edward VII 1d and 6d values stated that they had been printed in 1911 from Plate 2 but that only sheets from the upper two panes had been supplied. Much supporting evidence from contemporary sources was supplied that only sheets from the upper panes had been received in the colony.

This seemed rather strange if Plate 2 was indeed a 240-set plate. What had happened to the lower halves of the 240-set printed sheet – surely not thrown away? During my researches over the years I had accumulated many copies of pages from De La Rue's Colonial Stamps books covering this period, and a number of them contained details of printings from the King Edward VII key plate. In these ledgers, under the heading 'Set', is a column detailing the size of paper issued for printing (Fig.3). Unfortunately the microfilms of the Colonial Stamps books do not reproduce this column in many cases, but where it was present the sheet size was stated as '120'. This implied to me that the plate could not have been 240-set, and I replied to the BWISC article above (Ref. 5), suggesting that Plate 2 had probably been divided into two separate 120-set plates, both numbered '2'.

237

1904.

Colony	Date Ordered	Qty	Description	Quantity Ordered	Quantity Issued, including Spoilage Allowance	Set
Fiji	Oct 6	50	Post + Rev	1000	1052	120
86/04	CA 15					
4 weeks.	66	10		2000	2100	120
S. Nigeria	Oct 6	60	Post + Rev	10080	92	120
87/04	CA 15					
3 weeks.	115					

Figure 3: Extract from *Colonial Stamps* book showing paper size issued (Set)

A poll taken amongst a number of collectors of the various colonies employing this design as to the position of the plate number on their Plate 2 copies (i.e. top or bottom margin) revealed a total of 64 top margin copies, but only 11 from the lower margin. Additionally, the Royal Collection contains 46 top margin copies but only 12 from the lower margin. If Plate 2 were a 240-set plate then equal numbers from both top and margins would have been issued, and this statistical imbalance casts further doubt on the size of Plate 2.

Although I strongly suspected that Plate 2 was actually two separate 120-set plates, my available data at that stage was not sufficiently complete to prove the point beyond dispute. Since it was felt that the format of Plate 2 was of fundamental importance to an understanding of the King Edward Imperium key plate issue I decided that to obtain proof positive it would be necessary to obtain from the De La Rue records all the printings made from the 16 colonies that employed this design (two of them being overprints on the stamps of Fiji) in order to verify my assumptions. Where the sheet size was missing from the microfilm it was obtained later by consulting the original Colonial Stamps ledgers (Note 1).

The results revealed that, of 957 printings made of all values for the 16 colonies concerned, only five printings (for the Straits Settlements 1c and 3c values) were issued with 240-set sheets of paper for printing. Whilst it has not been possible at this time to definitively allocate the plate number used for each printing in a number of cases, all other printings for all values of all colonies (with the exception of the two values mentioned above), from whichever plate, were issued with 120-set sheets of paper for printing. These must therefore include the printings made from Plate 2.

The first printings for the new King Edward Imperium style series were despatched in February 1902 for Gold Coast (from Plate 1). The first printings made from Plate 2 were for the Straits Settlements series in May 1902, all values being printed 120-set with the exception of the 3c value which was printed 240-set. It was necessary to print the 3c value in sheets of 240 because the duty plate had been increased in size to 240-set in late 1901 (Ref. 6). Similarly, the 1c duty plate was increased to 240-set in March 1903 (Ref. 7) and the 1c was thereafter printed as 240-set sheets (earlier printings were 120-set, with at least one being from Plate 2 in 1902 (Ref. 8). The Straits 1c and 3c values were replaced by a different design in 1904, and from this time onward only 120-set sheets of paper were issued for all subsequent printings of this design.

It would therefore appear that although Plate 2 was initially made as a 240-set plate it was divided into two separate plates before the first printing from it was made. There were two probable reasons for this:

a) To provide greater flexibility and cost-effectiveness in printing. Plate 1 and the two separate Plate 2s would have been available to service the needs of the sixteen colonies that employed this design, while at the same time retaining the ability to combine the two Plate 2s on the press to print 240-set sheets for very large printings if required. This latter option was only ever employed for printings of the Straits 1c and 3c values. Plate 1 could not have been used combined with one of the Plate 2s since it retained its plate numbers in both top and bottom margins throughout its life. The width of these margins would have been too wide to permit the two plates to fit together on the press and still retain a horizontal interpanneau gutter equal to the height of one stamp.

b) The majority of duty plates in the early years of the issue were 60-set plates. For a 240-set sheet containing the key plate imprint it would therefore have taken an additional four printing operations to print from a 60-set duty plate, as opposed to two for a 120-set sheet, hence the earlier assumption by philatelists that the 240-set key plate sheets were divided into 120-set sheets before overprinting from the duty plate. This begs the question: why print 240-set and then expend the time and labour involved in guillotining these into 120-set sheets? Why not print from a 120-set plate in the first place, surely the more economic option?

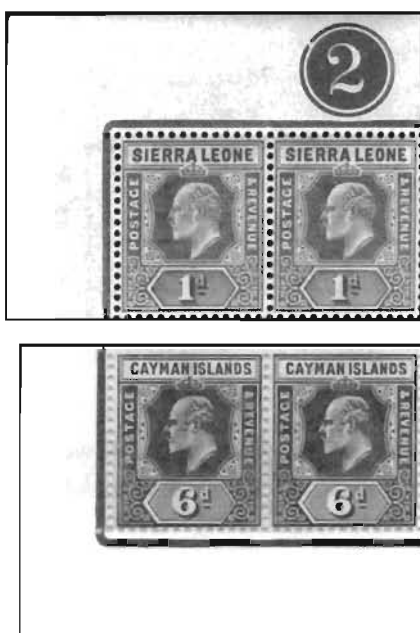


Plate 2a  
Plate numbers in top margin  
bottom margin blank



Plate 2b  
Plate numbers in bottom margin  
top margin blank

From my limited survey of plate number positions above it would seem to have been general policy that where one of the Plate 2s was to be used the upper plate was usually chosen, the lower plate being only occasionally employed (possibly when the other two plates were also in use).

Since the two separate halves of Plate 2 were employed independently they each require a unique identity, and I suggest identifying them as Plate 2a (plate numbers in top margin, bottom margin blank) and Plate 2b (plate numbers in bottom margin, top margin blank), as illustrated in Figure 4. An important inference to be drawn from this is that Plate 2 copies from both top and bottom margins for the same value of a specific colony must originate from different printings (with the exception of the Straits 1c and 3c values). It is interesting to note that of 110 plate 2 examples encountered in this study only three values have been found to be printed from both Plates 2a and 2b. However, this does not preclude the possibility that other values exist printed from both plates.

This information is obviously only of use within those colonies that employed Plate 2 for their printings. As far as can be determined from the plates listed in the catalogue of the Royal Collection, plus a few additional items present in other collections but not in the Royal Collection, Grenada, Mauritius, St Helena, St Lucia, St Vincent and Virgin Islands employed only Plate 1 for all their printings, as did the Gilbert and Ellice Islands and New Hebrides overprints on the stamps of Fiji.

### ***King Edward VII Imperium Postage & Revenue Design Values printed from Plate 2a and 2b***

- ◉ In Royal Collection, listed in its catalogue
- ◆ In Royal Collection, but not listed in its catalogue.
- Not in Royal Collection, but present in other collections

#### **Fiji**

1906-12 Wmk. Mult. Crown CA

Value	SG	Plate 2a	Plate 2b
½d	118	◉	
1d	119	◉	

#### **Gold Coast**

1907-13 Wmk. Mult. Crown CA

Value	SG	Plate 2a	Plate 2b
½d	59	■	◉
2d	61	■	
2½d	62		◉
3d	63	■	■
6d	64	◉	
1s	65		◉
2s	66		◉
2s6d	67	◉	
* 5s	68	◉	
* 10s		◉	

\* The 10s value was not issued, but the 5s and 10s values in the Royal Collection were from special printings of one sheet each made for King George V in 1915 (after the issue was obsolete). The 5s from Plate 2b was also issued normally from an earlier printing.

#### **British Honduras**

1908-11 Wmk. Mult. Crown CA

Value	SG	Plate 2a	Plate 2b
25c	100	◉	

#### **Cayman Islands**

1907-09 Wmk. Mult. Crown CA

Value	SG	Plate 2a	Plate 2b
1d	26	◆	
6d	30	◉	

## Leeward Islands

### 1902 Wmk. Crown CA

Value	SG	Plate 2a	Plate 2b
½d	20	⊙	
1d	21	■	⊙
2d	22	⊙	
2½d	23	⊙	
3d	24	⊙	
6d	25	⊙	
1s	26	⊙	
2s6d	27		⊙
5s	28	⊙	

### 1907-11 Wmk. Mult. Crown CA

Value	SG	Plate 2a	Plate 2b
½d	37	⊙	
1d	38	■	
2d	39	⊙	
2½d	40	■	
3d	41	⊙	
6d	42	⊙	
1s	43	⊙	
2s6d	44	⊙	
5s	45	■	

## Northern Nigeria

### 1910-11 Wmk. Mult. Crown CA

Value	SG	Plate 2a	Plate 2b
2½d	31	⊙	
3d	32	■	
5d	34	⊙	
6d	35	⊙	
1s	36	⊙	
2s6d	37	⊙	
5s	38	⊙	

## Sierra Leone

### 1903 Wmk. Crown CA

Value	SG	Plate 2a	Plate 2b
1d	74		⊙

### 1907-12 Wmk. Mult. Crown CA

Value	SG	Plate 2a	Plate 2b
1d	100	⊙	
3d	104a		■

## Straits Settlements

### 1902-03 Wmk. Crown CA

Value	SG	Plate 2a	Plate 2b
1c	110	⊙	
3c	111	⊙	
4c	112	⊙	
5c	113	⊙	
8c	114		⊙
10c	115	⊙	
25c	116	⊙	
30c	117	⊙	
50c	118		⊙
\$1	119	⊙	
\$2	120	⊙	
\$5	121		⊙

### 1907-11 Wmk. Mult. Crown CA

Value	SG	Plate 2a	Plate 2b
5c	157	⊙	
10c	159	⊙	
25c	161	⊙	
30c	162	⊙	
50c	164	⊙	
\$1	165	⊙	
\$2	166	■?	■?

The \$2 is recorded from Plate 2, but it is not known whether this is from Plate 2a or 2b (Ref. 9).

The situation outlined above regarding the size of Plate 2 is very similar to that encountered for the King George V Imperium key plate issue, where until comparatively recently Plate 1 was also generally held to be a 240-set plate. Again, the *Colonial Stamps* book states it to be a 240-set plate, and the De La Rue's file die proof for Plate 2 has a note annotated "240 set plate previously made No.1". Additionally the *Colonial Journal* of January 1919 reported the destruction of "... Plate 1 240 set". Despite this apparently convincing evidence it was proved conclusively (Ref. 10) that "Plate 1" was actually two separate plates, both numbered "1", of similar format to the King Edward Plates 2a and 2b suggested above. The King George V plates I have termed Plate 1a and 1b.

These two cases represent specific examples of a more general scene where in some cases the De La Rue source material seems to indicate one thing, but the reality is in fact different. I would be surprised if there were not other examples. It does appear that where De La Rue (and the Crown Agents) referred to the size of a plate they were referring to it in terms of the possible size of sheets that could be printed. Where two separate plates were combined together on the press they tended to refer to them as one unit. It is therefore a sensible precaution to verify from the *Colonial Stamps* books, where possible, the size of the paper actually issued for printing before accepting at face value statements regarding plate size. In the case of the King Edward VII Plate 2 it has taken over one hundred years for its true format to emerge from the myth of it being a 240-set plate.

I should perhaps mention that I do not actually collect the King Edward VII Imperium issues, and am therefore grateful to Ian Anderson, Peter Brooks, Peter Duggan, Michael Oliver, James Podger, John Ray, John Wakeman and Frank Walton for information relating to Plate 2 examples within their collections. I am also indebted to Rod Vousden for informing me of the positions of the Plate 2 examples in the Royal Collection.

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2. Hopkins A.E., *The Postage Stamps of the Leeward Islands*, Ramsay Stewart 1918. Reprinted in 1949 with additional notes added by F.H. Vallancey
3. Huber, Harry E., "De La Rue (1888) Georgian Postage & Revenue Keyplates", *Philatelic Magazine*, 4 Oct 1924.
4. Podger J. & Darcy K., "The King Edward VII Plate 2 Postage Revenue 1d & 6d Denominations", *B.W.I. Study Circle Bulletin*, Number 202, September 2004
5. Fernbank P., "The King Edward VII Plate 2 Postage Revenue 1d & 6d Denominations", *B.W.I. Study Circle Bulletin*, Number 203, December 2004
6. *Colonial Stamps*, Vol. 9, folio 11
7. *Colonial Stamps*, Vol. 9, folio 129
8. *Ewen's Weekly Stamp News*, 9 August 1902
9. Wood F.E., *Straits Settlements Postage Stamps*, 1948.
10. Fernbank P.E., *King George V Key Plates of the Imperium Postage & Revenue Design*, pp57-60, WASC 1997.

#### Note

- I. Microfilms of De La Rue's *Colonial Stamps* books are available for viewing at the British Postal Museum & Archive, Freeling House, Phoenix Place, London WC1X 0DL. The original ledgers may also be consulted by arrangement with the staff.



# The Togo Overprints on Gold Coast Stamps in the Royal Philatelic Collection - Personal Reflections

Chris Jackson

Through an introduction from David Beech and an invitation from the Keeper, Michael Sefi, I was privileged to view the Togo Overprints on Gold Coast stamps in The Royal Philatelic Collection during February 2008. Although I know a number of members have studied the collection for various research projects and books, my interest was to list each item in the collection, and study for accuracy as many of the items as possible by viewing them from the back, consistent with how heavily they were hinged to the page. The following are my personal reflections of the visit.

The collection of the Togo Overprints on Gold Coast stamps is on 30 album pages. It is set out in order from the ½d to 20/- values for the 1915 Accra overprints, followed by the ½d to 20/- values for the 1916 - 1920 London overprints. It is clear that the aim was to provide the collection with a block of 4 for each value of each issue. However, there were many pairs (and occasional singles) of the varieties, which suggests that King George V collected these in addition to the blocks, which were sent to him. Typically, the 'small F', 'thin G' and 'no hyphen' varieties were shown as three lots of paired stamps and the 'CCUPATION' variety was typically a single. As expected the collection is predominantly mint material but with two envelopes, one showing the 1d double overprint as a pair used, and the second showing the 1d inverted as a single used.

For the London overprints with their more numerous printings, the blocks of 4 for each change in plate number and for each value, dominate the collection. The collection has the two magnificent 1/- plate 8s in blocks of 4, emerald with emerald back and emerald with olive back. In looking at the back of the emerald with olive back block of 4, there was written in the margin 'very rare', a considerable understatement. The back of the 5/- plate 8 block of 4 was a much brighter yellow than the two 'buff' samples that I had taken along for comparison. On discussion with Peter Duggan on this point, he was able to show from his examples of the 5/- plate 8 that there was indeed a variation in colour from buff to yellow but that all the examples showed as 'buff' paper under short wave UV light.

It was as interesting to me what was not in the collection as were the stamps that were present. The 1d inverted overprint was present with a 'small F', but the 1d inverted with 'thin G' and the 1d inverted with 'no hyphen' were not present. I can remember at least 5 occasions when I have been told these latter two stamps were in The Royal Philatelic Collection. The 2d and 2½d without a hyphen (not the displaced hyphen varieties, which were present) are also absent.

I also observed some interesting points. Nearby to the 1d red block of 4, Accra overprints, is written: 'the letters RE (of French) and AT (of occupation) are wider spaced than normal'. I observed the stamps in question and, in my opinion, the wider spacing was difficult to judge. Beside the 6d plate 5 block of 4 is written: 'double impression'. Thinking that I should now be looking for a London 'double overprint', it became clear on inspection that the printing of the original stamp had a slight 'double impression', not the overprint. The 20/- plate 1 block of 4 (Accra overprint) had the interleaving paper stuck to the underside. Interestingly, this paper was printed with 9 full/partial overprints. The bottom row middle overprint on the paper showed a 'small F', which is either position 58 or 59. Even more interestingly, the overprint on the interleaving paper is not the mirror image, as you would expect if the paper had picked up ink from the sheet below, but is the 'readable image'.

My personal thanks to the Keeper who gave both his valuable time and his expert advice to me. The complete list (as recorded by me on the visit) is available to members if they would like to contact me.

*Editor's note - Chris Jackson's contact details are in the January 2008 Membership List. In case of difficulty, either of Cameo's editors can supply them.*

# Maurice Fiévet and the 1953 Nigeria definitives

Rob May & Jeremy Martin FRPSL

*In the last issue of Cameo David Wright allowed us to reproduce part of a larger article on QE2 Stamp Mysteries from Gibbons Stamp Monthly, and their permission to do so was unfortunately omitted from the article for which I apologise.*

In the previous Cameo article (Ref 1) David Wright asked about Maurice Fiévet, and I added a short response with the aim of providing a longer response in this issue.

When Maurice Fiévet designed the 1953 set of stamps he was travelling around Nigeria, Cameroons and Chad with his wife Jeannette and new-born infant, Didier (nicknamed "Bichon"). It cannot have been easy for Waterlows, the printers, to communicate with him as he was often in remote regions out of postal contact, but the Waterlow correspondence is not available to investigate this. I am also told by David Beech that the Crown Agents correspondence that might tell us how Maurice Fiévet came to secure this commission was destroyed years ago before the British Library secured the archive of proof material. Jeremy Martin has provided a comprehensive listing of this proof material as part of the work done by him with John Powell to catalogue the West African philatelic material held there. An example listing follows.

A further response came from John Wilson who has provided from his own collection copies of original designs for this set of stamps including both the accepted designs and some rejected ones. These take the form of black and white photographic proofs on card, along with one watercolour essay by the artist on art paper. These came from the dispersal of the McCaig collection by Cavendish and more watercolour essays should exist in other collections. John also commented that Colin McCaig's own write-up mentioned that the design for the £1 value, with its non-conforming stamp size approximating to the golden section, is taken from a painting that hung in the District Surveyor's office in Lagos. This old provenance reassures us that the material is probably not a later fabrication by art students in Nigeria.

Maurice Fiévet was born some time before 1918, in the USA somewhere in the Rockies, of French parents. We know from her writing (Refs 2, 3 and 4) that Jeannette was born in France in 1918. Maurice had taught design and Jeannette taught mathematics whilst studying design and draughtsmanship at L'école des Beaux-Arts. Both had aspirations to study ethnography and photography, funded by selling paintings. The couple started travelling in Africa in 1947 when they left jobs in teaching at universities in Paris to take a 6 month trip to Morocco and then across the Sahara to Nigeria, with guidance from the French Explorers' Club. This actually took three years until early 1950. The data they took back to Paris won them the Louis Liotard Prize for the most fruitful expedition made by young people each year and their films won the Grand Prix des Beaux-Arts de la France d'Outre-Mer.

The Imperial Institute (part of the V&A Museum) in London put on an exhibition of 300 of their works in June and July 1950 which, along with exhibitions in France and Belgium, were sufficiently well-received to fund a return trip to Nigeria starting in 1951. Their objective for this expedition was "to record the human images of Africa before primitive tribal ways could be blurred by the movement of progress".

Their second trip to Nigeria took three years from 1951 to 1954, all as described in the book by Jeannette "L'enfant Blanc de l'Afrique Noire", translated into English and published in 1959 with the astoundingly non-PC title of "White Piccaninny" (Ref 2). There is little in the book to show how they communicated with European contacts during this time, and just a few references to commercial design work done during the trip for Nigerian Government departments, such as pamphlets relating to cocoa production. None of these passing comments concern postage stamp design. It is clear that they needed to raise money during the trip. They were successfully sued three times in Courts in Lagos and Kano by Africans with grievances that the Fiévets clearly thought were spurious. This may account for the rather disturbing unaccepted "Justice" design shown at figure 3. From the dates of approval of the designs by the Crown Agents it seems likely that Maurice Fiévet undertook the designs in early 1952 whilst in Lagos, possibly before the death of King George VI, as it may be noted that none of the illustrated designs include the head of the monarch.

Jeannette was found to be pregnant whilst they were in Lagos preparing for the expedition, but they went ahead with it anyway. Their son Didier was born at Jos (for the cooler climate) in 1952 and travelled with them from a few weeks of age. After their return to Europe in 1954 the material from their expedition was used as the basis for a series of lectures, TV appearances, exhibitions and film shows, and for a tour of the USA. They also wrote regularly for Paris-Match. When the English translation of their book was published in 1959 the couple were back in Africa, having been there since 1957.

Maurice Fiévet's paintings in National Geographic have a very 1950s feel and are now so little recognised that recent sales could not be found on the art market register. I found a reference to a private selling exhibition of their paintings in Johannesburg in 1961 but nothing since. A collection of 3200 gelatine silver print photographs of black Africa by the Fiévets were sold by auction at Tajan, Paris in October 2003 at the dispersal of the photographic Collection Paul Benarroche, the lot estimated at 6000-8000 Euro.

**1953 –58 QE2 definitive issue. List of Proof Material in the Crown Agents archive**  
**Based on the ½d value only, similar exists for most other values**

Value	Numbered	Requisition number etc
½d frame in orange	1682	
	1683	9187/2
	1684	
	1685	3334/1
	1686	1622/1
	1687	4289/2 1956
	1688	P&T 834/1 1958
	1689	
	1690	Plate 5 'S CAMEROONS' 907/61
	½d vignette in black	1691
1692		1622/2
1693		3934/1
1694		
1695		½d 4289/2 1956
1696		½d 136/1957
1697		½d P&T 834/1 1958
1698		
1699		Plate 3 'S CAMEROONS' 907/60
½d frame and vignette		1700
	1701	9187/2 'Approved 7/7/54'
	1702	1956 4289/2 'Approved 31/8/56'
	1703	3934/1 'Approved 1/6/55
	1704	136/57 'Approved 12/2/57'
	1705	R 349/1 of 1959 (sic); 'Approved 4/9/57'
	1706	P&T 834/1 1958 'Approved 9/4/58
	1707	'Approved 4/6/59'
	1708	'S CAMEROONS' 907/60; 'Approved 15/8/60

All these colour proofs are in imperforate blocks of six in the issued colours, with the Waterlow & Son imprint and perforated SPECIMEN diagonally. For all values except the 1½d and 6d, there is a vignette in black, a frame in the issued colour and then the issued stamp. Each pane of six has been numbered in red biro and some have requisition numbers. One pane of each value, except for the 1d and 2d, has been marked 'S Cameroons'.

The exceptions to this quantity of material is the 2d black and yellow-ochre where there are only three blocks of the frames, three blocks of the vignette and three blocks of the combination, none of which have requisition numbers, and the 2d grey, which is not present at all in proof form.

The dates when Approved do not tie up, in many cases, with dates of issue. It may well be that approval was needed to match earlier colours.

Proofs marked in the table "S CAMEROONS" do not have any overprint. When the Southern Cameroons provisional overprints were ordered there were sufficient existing stocks of only the Nigerian 1d and 2d values for overprinting, so the Crown Agents were forced to order a new printing of all values apart from those two especially to fill this order (Ref 5).

In addition in a separate file there are for some of the values individual imperforate die proofs mounted on folded A4 paper annotated with the earliest dates for approval of the designs by the Crown Agents (note—using British formatting of the dates).

½d "Approved 22/12/52" and also separate frame (called "casement" by the printers) and vignette "Approved 7/11/52"

1½d "Approved 24/12/52"

2d bicolour "Approved 10/9/52" and casement "Approved 6/8/52"

2d grey An imperforate block of 18 stamps from the right hand edge of the sheet together with the sheet margin showing the Belgian printer's marginal design, marked "Approved for colour 30/11/55" in manuscript

3d "Not approved 25/4" (no year)

4d "Approved 10/9/52" and casement "Approved 4/9/52"

1/- "Approved 4/9/52" and casement "Approved 6/8/52"

2/6d "Approved 2/4/52"

5/- "Approved 4/9/52" and casement "Approved 4/9/52"

£1 "Approved 2/4/52"

The Stamp Duty albums held in the Crown Agents archive at the British Library show one of each actual issued stamp in the set annotated REQN 1622/53, then three extras alongside:

1d "REQN 5241/1 Rotaglio 524/57"

2d grey "REQN 7415/2 1955 Rotaglio printing at Brussels"

3d "REQN 5241/1 1957 Rotaglio printing at Brussels"

The BL Philatelic Collections also have a loose bundle of photocopied pages of the Waterlow Die record Book. This resource has been little used by researchers, and consists of one line descriptions and notes on each index-numbered die from 1897 continuously up to the early 1960s. The mass of work undertaken by Waterlows at the change of reign in 1952-53 is mostly described only as "Crown Agents" with no country name and design provided. So, only a few lines can be related to this Nigeria issue, all undated, as follows:

Die 20911 Cylinder 18359 Nigeria 2c (sic) stamp (Special stamp sent out to Belgium)

Die 21338 Nigeria 1d casement

Die 21339 Nigeria 3d casement

Die 21340 Nigeria 1d vignette

Die 21341 Nigeria 3d vignette

Die 21367 Nigeria 1d casement sent to Brussels

This resource could be more useful to students of Waterlow's client countries outside the control of the Crown Agents, for which the country, design and value are usually shown, sometimes with a date.

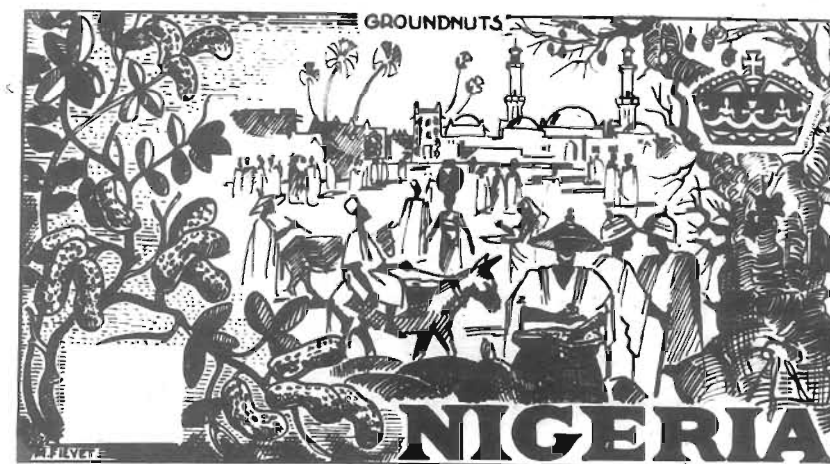


Figure 1: designs used for ½d, 1d and 1½d values. Note designer's name incorporated into the designs, lack of the Queen's head, change of values and the ship facing the wrong way on the ½d. All illustrations are shown approximately full size

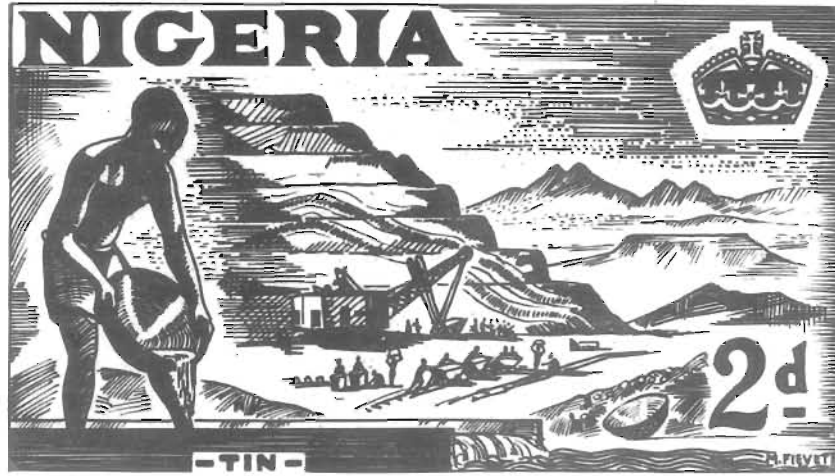


Figure 2: designs used for the 2d, 3d and 4d values.

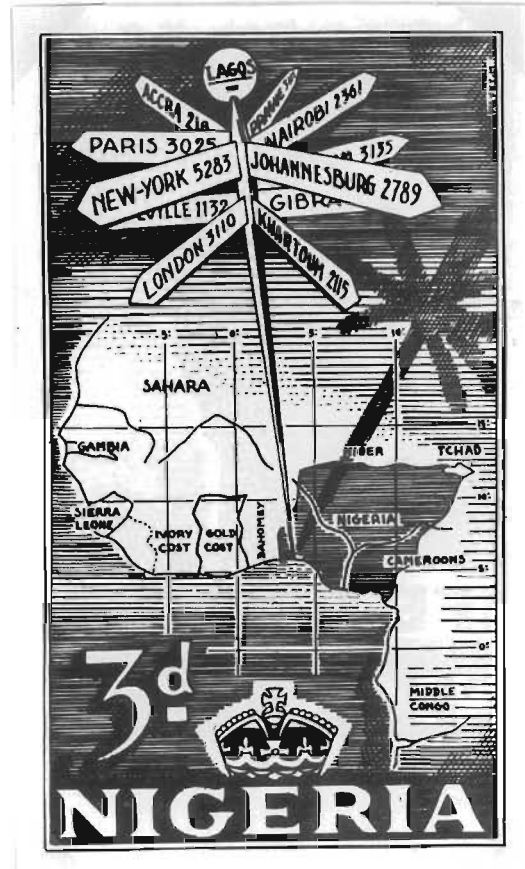


Figure 3: Four Unadopted Designs



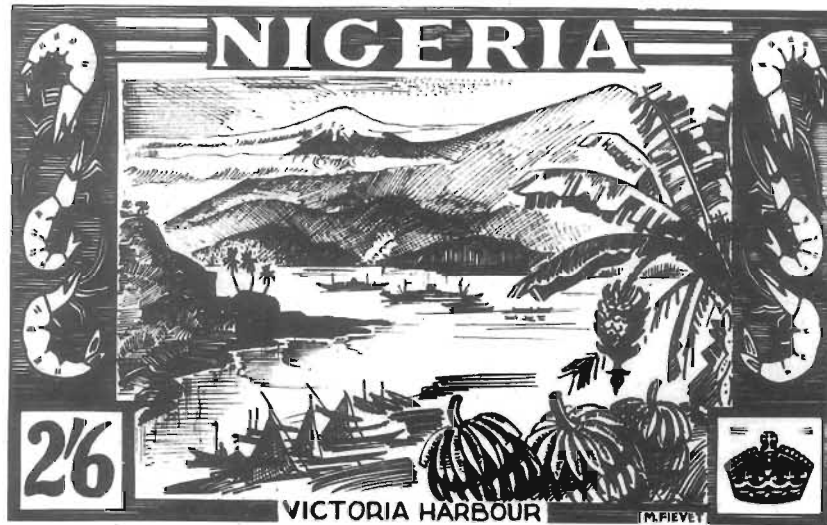
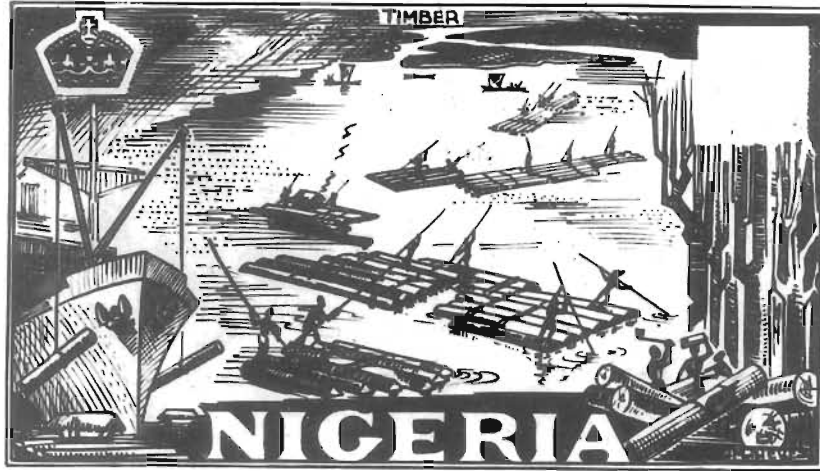


Figure 7: adopted designs for 1/-, 2/6d and 5/- values

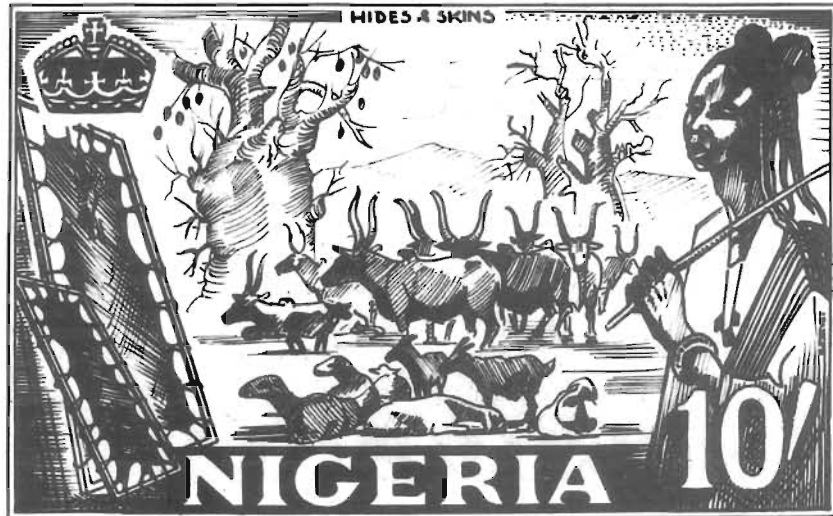


Figure 8; adopted designs for 10/- and £1 values

#### Acknowledgements

My thanks go to Paul Skinner and David Beech at the British Library for their help in seeking out the available material relating to this set, to Jeremy Martin and John Powell for their huge effort in cataloguing it, and to John Wilson for use of the artwork illustrated in this article.

#### References

1. Wright D., "QE2 West African Stamp Mysteries", *Cameo*, Volume 10 pp208-9, WASC, January 2008
2. Fiévet, J.M., *White Piccaninny; adventures of a Mother and Child in West Africa*, Jarrolds, 1959
3. Fiévet, J & M., *Au Pays des Negres Rouges*, ADAC, Brussels, 1956
4. Fiévet, J & M., *Beyond the Bight of Benin*, National Geographic, vol 116, no. 2, August 1959, pp221-253
5. May, Rob & Wright, Michael, "Southern Cameroons Provisional UKTT Overprints", *Cameo*, Volume 5 pp176-180, WASC, July 1996



Artwork for a bi-colour design of the 1½d value which was printed in monochrome as issued



## Nigeria Animal Aerogramme Proofs

Jeremy Martin FRPSL

*This article originally appeared in The London Philatelist of November 2007, volume 116, number 1350, pp349-351, and is reproduced here with permission of the author and the editor*

A 4d air letter or aerogramme including the text “For use within Nigeria only” (Fig. 1) has the same leopards design as the issued stamp, SG 177. Higgins & Gage list this as F-13 and state that it was released in 1967.

The Crown Agents Philatelic and Security Printing Archive at the British Library Philatelic Collections under the title ‘Proofs from 1913’ has an example of a 6d saddle-bill stork design (Fig. 2), again as the issued stamp, SG178. This proof is in red on blue un-watermarked paper and numbered 17. It has been hand-stamped APPROVED and dated 13.1.66. Despite being approved it seems that it was never issued, possibly because of a rate increase.

The archive at the British Library also includes an aerogramme form with a curved BY AIR MAIL imprint on blue un-watermarked paper, but without a printed stamp design. This is numbered 95 and has been hand-stamped APPROVED 22/2/67. A similar aerogramme has a cut-out design in dull blue of the 9d grey parrots design, SG179, pasted on (Fig.3 ). This is numbered 96 and has REJECTED 22/2/67 on the back. Finally there is a similar essay to number 96 for a 9d aerogramme but with the cut-out design in carmine. This is numbered 161 and has a rubber hand-stamp APPROVED 19 APR 1967.

My thanks go to Paul Skinner, Curator of the Philatelic Collections at the British Library for his help and also to John Powell who is working with me on a project to record West African material held by the British Library.



Figure 1: Nigeria 4d internal aerogramme from 1967

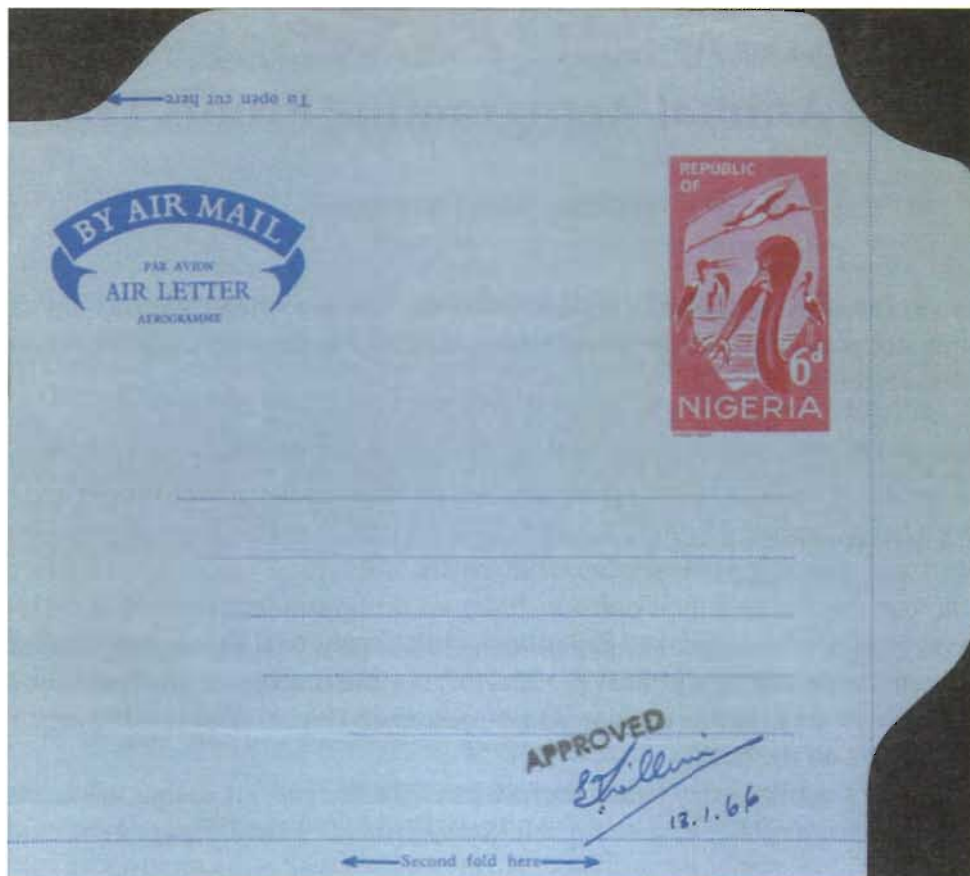


Figure 2: Proof of 6d aerogramme APPROVED which was never issued. *Copyright British Library*

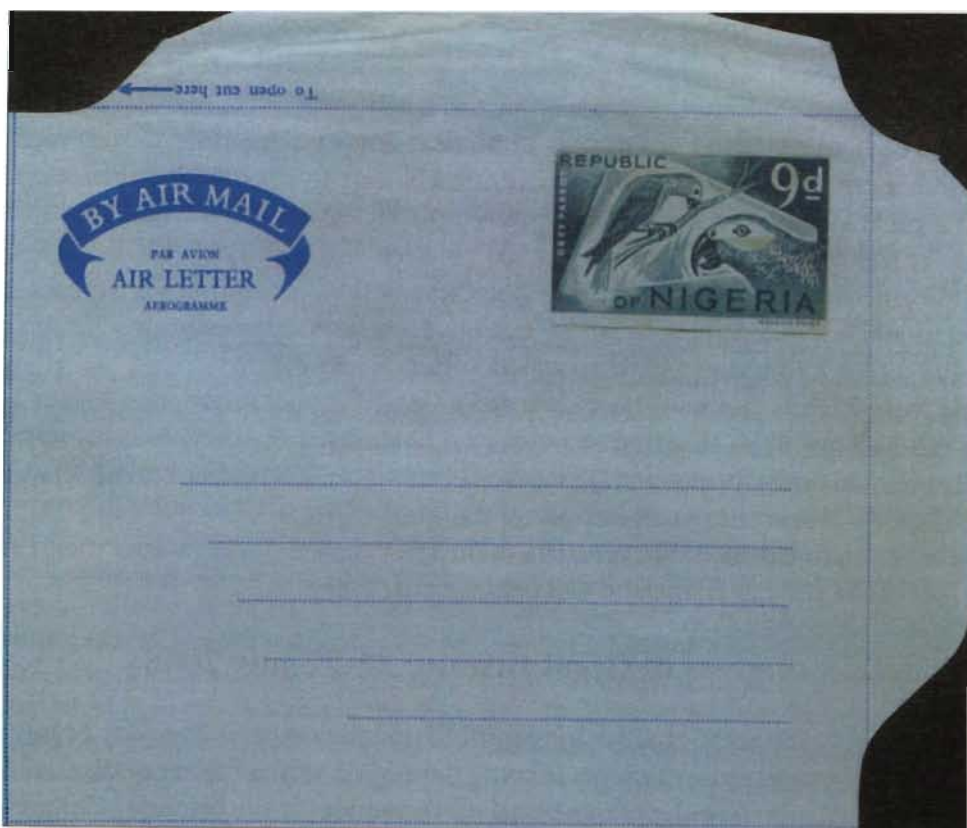
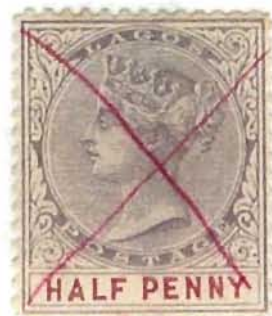
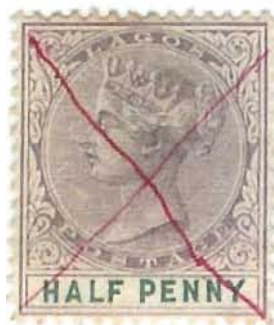


Figure 3: proof of 9d aerogramme with design pasted on, which was rejected. *Copyright British Library*

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1887 colour trials from the ½d plate perforated 14 on gummed, unwatermarked paper. Showing the adopted colours for the ½d, 5d and 7½d values, each with red pen cross.  
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# The Cochrane Family

Frank Walton FRPSL

Over the years, many postal historians will have encountered covers either from or to members of the Cochrane family, such as the one illustrated as Figure 1. These are normally paid at the 6d officers rate, thus of particular interest to those who collect military mail.

Exactly who comprised the family was a mystery to me, and I was never quite sure which Cochrane was which and how they were related to one another. In total there were four members of the family who attained a senior rank in the British Royal Navy. Those of us who study West Africa are most likely to encounter Ernest Cochrane; he was based in Sierra Leone in the 1860s.



Figure 1. 2 October 1869 Derry to HMS Peterel at Sierra Leone.

As an officer, Captain The Hon. E. Cochrane was allowed to receive mail at the reduced officer's letter rate of 6d per half ounce. However, for mail to Sierra Leone at this date the rate is of academic interest only as the commercial rate was also 6d! The postage was paid by a strip of Great Britain 1d red from plate 104; these are cancelled by a Derry 172 duplex dated 2 Oct 1869. There is a Liverpool transit mark (4 Oct), and a London Chief Office mark (also 4 Oct) with a bag code of 'L' for Liverpool.

A beautifully engraved receipt from John Ezzidio, a general merchant in Freetown, complements this cover very well (Fig. 2). It is made out to "Honble E.G.L. Cochrane R.N." and is dated just three weeks before the letter was posted. The receipt is for some cut glass tumblers and wine glasses. This is the earliest engraved commercial receipt I have seen from Sierra Leone.



Figure 2. 8 September 1869 Engraved receipt from John Ezzidio in Freetown (much reduced).

An internet search led me to a catalogue of Cochrane family papers. The biographic details listed below are taken from the Duke University library website "Inventory of the Cochrane Family Papers, 1777 - 1957 and undated, bulk 1850 - 1905" (Ref. 1).

#### Thomas Cochrane, 10th Earl of Dundonald

14 Dec 1775	Born to Archibald Cochrane, 9th Earl of Dundonald, and Anne (Gilchrist) Cochrane
1793	Joined crew of HMS Hind, of which his uncle, Sir Alexander Cochrane, was then captain
1796	Appointed lieutenant
1796 - 1798	Served on the North American station
1798 - 1800	Served on the French and Spanish coasts during the early years of the Napoleonic wars
1800 - 1801	Commander of HMS Speedy
1801	Made captain. Captured by a French squadron and exchanged
1802 - 1803	Studied at Edinburgh University
1805	Cruised off the Azores
1806	Cruised in the Bay of Biscay
	Failed bid at the House of Commons for Honiton
1807	Entered Parliament as a Whig for the constituency of Westminster
1808 - 1809	Cruised the French and Spanish coasts
8 Aug 1812	Married Katherine Corbett Frances Barnes (Kitty Barnes) in secret at Annan, County Dumfries
1813	Appointed flag - captain to his uncle, Sir Alexander Cochrane
1814	Tried for stock - market fraud and conspiracy
	Expelled from Royal Navy, Parliament, and Order of the Bath
1814 - 1816	Paid fines through penny subscriptions
1817	Accepted command of the Chilean navy
22 Jun 1818	Publicly married Katherine Corbett Frances Barnes, daughter of Thomas Barnes of Romford, Essex
1819 - 1822	Fought for independence for Chile and Peru against the Spanish forces
1823 - 1825	Fought for independence for Brazil as admiral of the Brazilian fleet
1827 - 1828	Admiral of the Greek navy
1831	Succeeded to Earldom after the death of Archibald Cochrane
1832	Reinstated in the British navy and promoted to rear - admiral

1847 Reinstated as Knight Grand Cross in Order of the Bath  
 1848 Returned to command at sea as Commander - in - Chief of the HMS Wellesley  
 1848 - 1852 Served on the Wellesley in North America and the West Indies, where he surveyed Pitch Lake, Trinidad, and became involved in the early use of the lake as a source of asphalt  
 1851 Promoted to admiral  
 31 Oct 1860 Died in London

**Thomas Barnes Cochrane, 11th Earl of Dundonald**

18 Apr 1814 Born to Thomas Cochrane, 10th Earl of Dundonald, and Katherine Corbett Frances Cochrane  
 1 Dec 1847 Married Louisa Harriet Mackinnon  
 15 Jan 1885 Died, succeeded by his son, **Douglas Mackinnon Baillie Hamilton Cochrane**, 12th Earl of Dundonald

**Arthur Auckland Leopold Pedro Cochrane**

24 Sep 1824 Born to Thomas Cochrane, 10th Earl of Dundonald, and Katherine Corbett Frances Cochrane  
 Apr 1839 Entered Royal Navy  
 1854 Participated in the capture of Bomarsund during the Crimean War. Promoted to rank of captain  
 7 Feb 1855 - 12 May 1856 Captain of HMS Horatio, a guard ship at Sheerness  
 14 May 1856 - 8 Sep 1858 Captain of HMS Niger in the East Indies and China, where he served in the Anglo-Chinese war  
 8 Sep 1858 Invalided  
 Apr 1869 - May 1870 Superintendent of Sheerness dockyard  
 1870 Made rear-admiral  
 6 Jun 1873 - 15 Apr 1876 Commander - in - Chief of the Pacific Squadron  
 1876 Made vice-admiral  
 1881 Promoted to admiral  
 1886 Retired from navy  
 1889 Knighted  
 20 Aug 1905 Died

**Ernest Grey Lambton Cochrane**

4 Jun 1834 Born to Thomas Cochrane, 10th Earl of Dundonald, and Katherine Corbett Frances Cochrane  
 1847 Entered Royal Navy  
 1847 - 1855 Served on board the ships Victory, Hibernian and Trafalgar  
 13 Aug 1854 Participated in the capture of Bomarsund during the Crimean War aboard HMS Wellesley  
 29 Aug 1854 Made lieutenant of the Edinburgh  
 1856 Served as lieutenant-commander of HMS Chub  
 15 Sep 1864 Married Adelaide Blackwall, daughter of Samuel W. Blackwall, Governor of Sierra Leone  
 3 Oct 1864 Death of wife Adelaide  
 16 Oct 1866 Married Elizabeth Frances Maria Katherine Doherty, only child of Richard Doherty of Redcastle  
 16 Apr 1868 - 7 Apr 1870 Commander of HMS Peterel off the Cape of Good Hope and West coast of Africa. Participated in the suppression of the slave trade  
 1873 Retired as captain  
 1879 High Sheriff of County Donegal  
 2 Feb 1911 Died at his Redcastle estate, Inishowen, County Donegal, Ireland

Reference

1. <http://library.duke.edu/digitalcollections/rbmssl/cochranefamily/inv/>

# Gambia ½d Cameo 1887 first green printing

John Russell

When Brian O'Hara recorded in his book (Ref 1) that the flaw under the L of HALF on stamp 6 had been repaired prior to printing the first half-penny green stamps I considered it to be a misprint as I had two sheets of this printing both showing the flaw. On the other hand I now have a sheet that agrees with Brian's book, so the printing must exist in both states. The illustrations show the sequence using the tops and bottoms of stamp 6.



Figure 1

1st printing (perforations points up)  
L flaw exists and a dot on the line  
between the A and M is also present



Figure 2

1st printing (perforations points up)  
L flaw now been repaired but  
the dot between the A and M  
is still present



Figure 3

2nd printing (perforations points down)  
Both flaws are now absent

## Reference

1. O'Hara B. I., *The 1887-97 issue of the Gambian Cameo*, published by the author, no date



# Christmas Stamps of St Helena 1983 - 85

Trevor Hearl

Probably the most attractive of the Christmas stamps of St Helena were the three sets issued for the years 1983 - 85, relating to the life of Saint Helen, or St Helena (AD c.250-330). They are listed as SG 423-424, 450-453 and 468-471.

The stamps were designed by Miss Jennifer Toombs from the mediaeval stained glass windows of the parish church of Ashton-under-Lyne in Greater Manchester telling in 'pictures' the life of the Saint. The twenty windows, which were probably made in York at the end of the 15th century, are said to contain "the best preserved and most important mediaeval stained glass in the North West of England". Miss Toombs base her designs on ten of them. The stamps were printed in lithography by Questa International.

A most attractive and informative booklet has been published by the church with excellent colour illustrations of all twenty windows, with a full description of the theme of each, as well as a history of the windows and their preservation for 500 years (Ref. 1).

There is no reference on the stamps themselves, or on the official first day covers, to the source of their design from the windows in the parish church of Ashton-under-Lyne, nor is it mentioned in Stanley Gibbons catalogue. However, the stamps of the first set of 1983 were issued in small sheets of 10, containing horizontal strips of 5 for each value separated by a horizontal gutter margin. The text on the margin does contain a reference 'From the late 15th century glass of the life of St Helena at the Parish Church of St Michael and All Angels, Ashton-under-Lyne' (Illustrated on p272).

Appendix C of the late Rt. Rev. Edward Cannon's book *Churches of the South Atlantic Islands* (Ref. 2) has the same reference, but the former Bishop of St Helena adds "unfortunately the picture in the 15p stamp (St Helena goes to school) was printed in reverse, to the consternation of the parish". There is, however, no

reference in the current booklet on the windows to their use for the Christmas stamps of the Island of St Helena.

It would be interesting to know how the windows came to be chosen for the Island's stamps as it is doubtful if anyone on the Stamp Committee on St Helena, which makes recommendations for future themes, would be aware of the Ashton church connection. When anyone on the Island thinks of St Helena links in the UK, they naturally think of Colchester, the home of 'Old King Cole', her father according to English mediaeval legend, and also mentioned on the small sheetlet (p272).

It is interesting to compare the pictures on the stamps with the relevant illustration of the window in the booklet. It makes one realise how skilfully the stamps were designed, and also how far the stained glass windows, brilliant though they are, have cracked and corroded.

Copies of the Andrew booklet are available from Rev. Roger Famworth, The Vicarage, Union Street, Ashton-under-Lyne OL6 9NQ. The price is £5 plus postage and packing (about £1). Tel 0161 3302771 email rogerfamworth@aol.com.

### References

- 1 Andrew P.H. (Editor), *The Saint Helen Windows in The Ancient Parish Church of Saint Michael and All Angels Ashton-under-Lyne*, Ashton-under-Lyne Parish Church, Greater Manchester 2000
- 2 Cannan E., *Churches of the South Atlantic Islands 1502 - 1991*, pp281-285, Anthony Nelson, Oswestry 1992



St Helena was a real person but the stories depicted on the windows are a medieval mixture of both history and legend. St Helena is important in church history for two things; she was the mother of the first Christian Emperor of the Roman Empire, Constantine The Great, and on her pilgrimage to the Holy Land tradition credits her with discovering the site of the major holy places, the manger at Bethlehem and the Holy Sepulchre at Jerusalem.

**"Hic Nascitur Elena Coyle Regis Filia"**

In John Capgraves 'Nova Legenda Angliae' Helena was believed to be the daughter of King Cole (of nursery rhyme fame). She was in fact born about 255 AD at the Drepanum later renamed Helenopolis after her.

**"Hic Elena (in art) bus (liberalibus) (et) in misich sjt instruend"**

Helena had a reputation for great learning and is shown here being taken to a convent school by her parents to be educated in liberal studies.

(From the late 15th century glass of the life of St Helena at the Parish Church of St Michael and All Angels, Ashton-Under-Lyne).





1

*Here is born Helen, daughter of King Coyle (Cole)*



2

*Here Helen is educated in the liberal arts and in music  
(Note - Image reversed on stamp)*



3

*Here, Helen, very full of good works, regularly visits prisons*



4

*Here King Coyle (Cole) entrusts his daughter to Constantius's envoys*



5

*Here the marriage between Constantius and Helen is solemnised*



6

*Here is born Constantine the Great, son of Constantius and Helen*

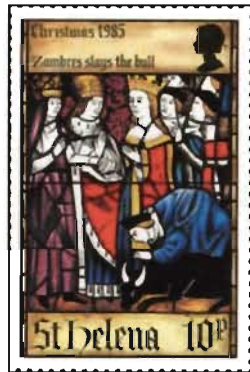


10

*Here the Blessed Helen disembarks from her ship in the Holy Land*

16

*Here they are able to discover the True Cross by placing it over a dead man*



17

*Here Zambres the sorcerer is whispering in the ear of the bull which is about to die*

18

*Here through the art of the devil Zambres the sorcerer in the presence of Helen has been whispering in the ear of the bull and it has fallen dead*



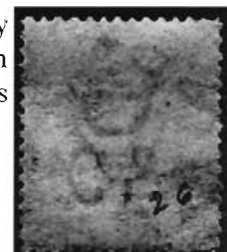
## Sierra Leone - QV 1883 4d watermark reversed

Ian Sibsey

Whilst reorganising my stock book I came across a copy of the QV 1883 4 d blue (SG26) with a reversed watermark crown CA (illustrated front and reverse). Could this be a first for this issue?



Sierra Leone watermark varieties are an area I am keenly interested in and would appreciate any information on examples not currently covered in Stanley Gibbons catalogues. Please get in touch.



# WW1 “PASSED BY CENSOR” in Lagos, Nigeria

Robert Nelson

The two covers illustrated below and overleaf are struck in red or in violet with a PASSED BY CENSOR hand-stamp. The first, figures 1 and 2, was sent from Ebute Metta on Nov 3 1914, registered to the USA. The reverse is marked Registered Lagos Southern Nigeria 3 Nov 1914, Registered London 28 Nov 14 in red, various Chicago postmarks of 12 Dec 14 and PASSED BY CENSOR in red. The faint boxed registered mark on the front of this cover is by far the earliest recorded date for Ebute Metta. Proud (Ref 2) records the earliest date as 4 March 1921.

Figure 1—front

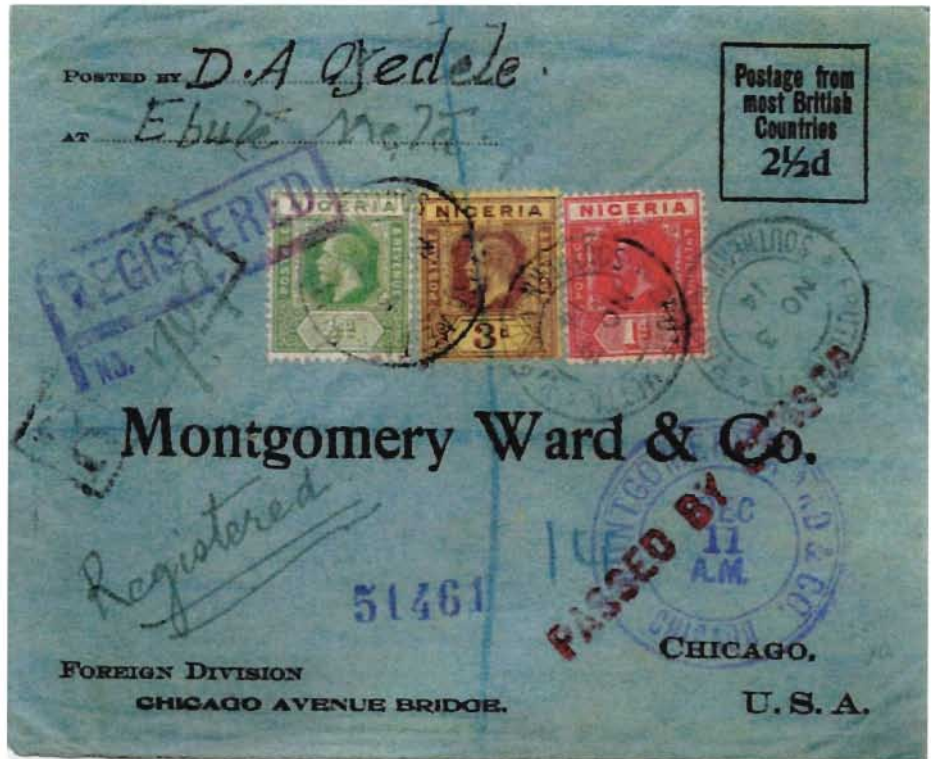
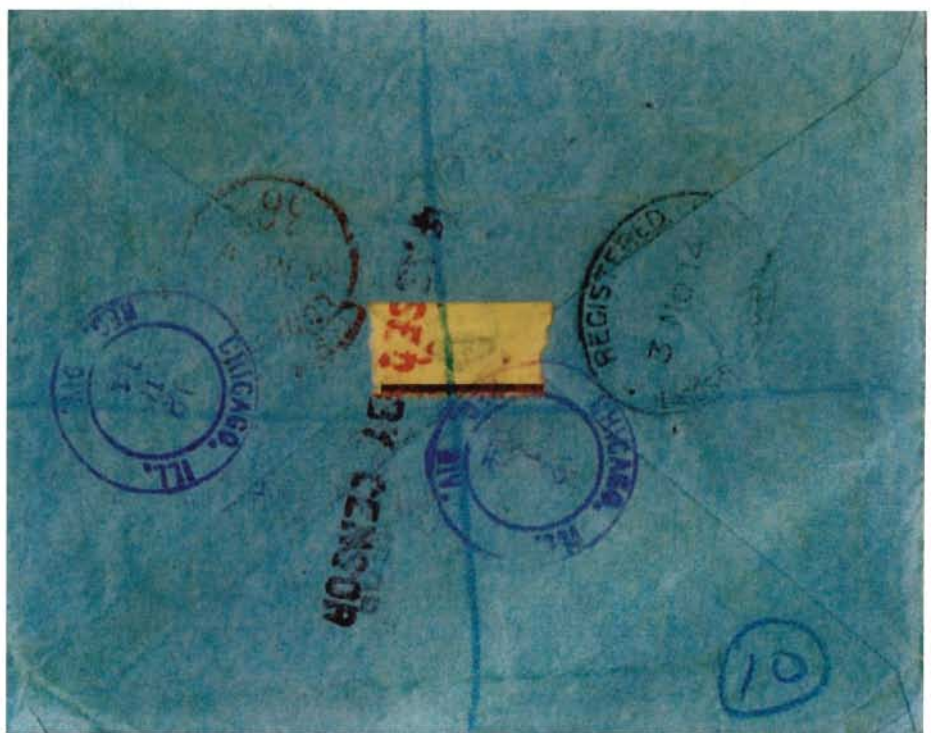


Figure 2—reverse



Figures 3 and 4 show front and reverse of a cover sent from Porto-Novo, Dahomey on 10 Nov 14 via Lagos to Argentina, struck with a "PASSED BY CENSOR" hand-stamp twice in violet. It was opened and resealed by a transparent sealing label over the manuscript "via Lagos", the Porto-Novo postmark and one of the PASSED BY CENSOR marks. The reverse is postmarked Porto-Novo 10 Nov 14, Lagos NO 10 1914 Southern Nigeria, Buenos Aires 17 Jan 17 Jan 1915 C, another indistinct Buenos Aires, Buenos Aires Jan 21 1915 B and finally PASSED BY CENSOR in violet.



Figure 3—front (reduced)



Figure 4—reverse (reduced)

The measurements of the censor marks bear out the difficulty of taking exact measurements of hand-stamps; so much depends on inking and pressure when applying the hand-stamp. Martin & Walton (Ref 1) record the measurements of the mark in figure 1 as 59mm x 5 mm whereas the marks on this cover measure 58mm in front and 58.5mm on the reverse. The censor marks in figure 3 measure 58.5mm at the top left corner, 57.5mm in the middle front and 58mm on the reverse. The height of the marks are approximately 4.75mm in all cases.

The question is, were the censor marks struck in Lagos, or in the UK, or aboard a British naval vessel? They cannot be civil censor marks struck in the UK as civil censorship was not instituted in the UK for British West African mail until 1917, unless it was in transit for enemy countries or was suspect transit mails to the USA (17 May 1915); in any event for mail to South America until after 7 May 1915 (Ref 3).

As respects Naval censorship, the PASSED BY CENSOR markings on both covers do not have measurements that accord with those shown by Dr. M.H. Gould (Ref 4). Additionally neither cover has any sign of a naval postmark. More tellingly, figure 3 has no UK postmark at all, although it does have the resealing label which could have been applied in the UK.

I therefore conclude that the evidence is overwhelmingly in favour of these PASSED BY CENSOR marks being applied in Lagos.

#### References

1. Martin J.J. & Walton F.L., *West African Censorship*, p56, WASC, Dronfield 2<sup>nd</sup> Edition 1999
2. Proud E.B., *The Postal History of Nigeria*, p339, Proud Bailey, Heathfield 1995
3. Mark G., *British Censorship of Civil Mails during World War 1, 1914-1919*, pp14,18 & 19, Stuart Rossiter Fund 2000
4. Gould, Dr M.H., *British Naval Post and Censor Marks of the First World War*, 2nd edition, pp108-113, Forces Postal History 1998. This has been expanded by supplement No. 2 and two further supplements published in *Forces Postal History Society Journal* issues of spring and summer 2007



## **In a Brazilian Harbour: The Report of Capt. Triebe of the *Henny Woermann* translated by Erich E. Schlieper, [eschliepermg@t-online.de](mailto:eschliepermg@t-online.de)**

*This article first appeared in "Vorläufer" in September 2005 and is reproduced here with permission of the author and the editor of that Journal. Thanks also to John Mayne for bringing it to our attention.*

*Translator's Note: I discovered this report in the archives of the Reichskolonialamt, when I first visited them in Potsdam in 1995; these archives are now in Berlin – Lichterfelde. The editor of Vorläufer asked that I translate it into English.*

### R e p o r t

Woermann-Linie  
[Mail Steamer] *Henny Woermann*.

Pernambuco, September 12, 1914

W o e r m a n n – L i n i e A. G.  
H a m b u r g

After an extremely favourable outward voyage, I arrived at Duala on July 14. I discharged here for two days to lighten the vessel and went on to Kribi, where passengers were put ashore. On July 17, I continued south to load the stored cargo for the return voyage and returned to Duala on July 18, where the discharge of the outward cargo was continued. In Duala there was good cargo for the return voyage. In Kamerun, I loaded about 1,600 tons and in Lagos about 600 tons of products, so I had about 500 tons vacant in the vessel.

Throughout the voyage, the traffic of passengers was satisfactory. At Monrovia I had 183 passengers aboard. I received your telegram in the night of July 31 / August 1, according to which I was to care for the safety of the vessel according to my judgment. I decided on the spot to put into the nearest neutral port, which could only be Pernambuco, Brazil. I informed you accordingly by telegraph.

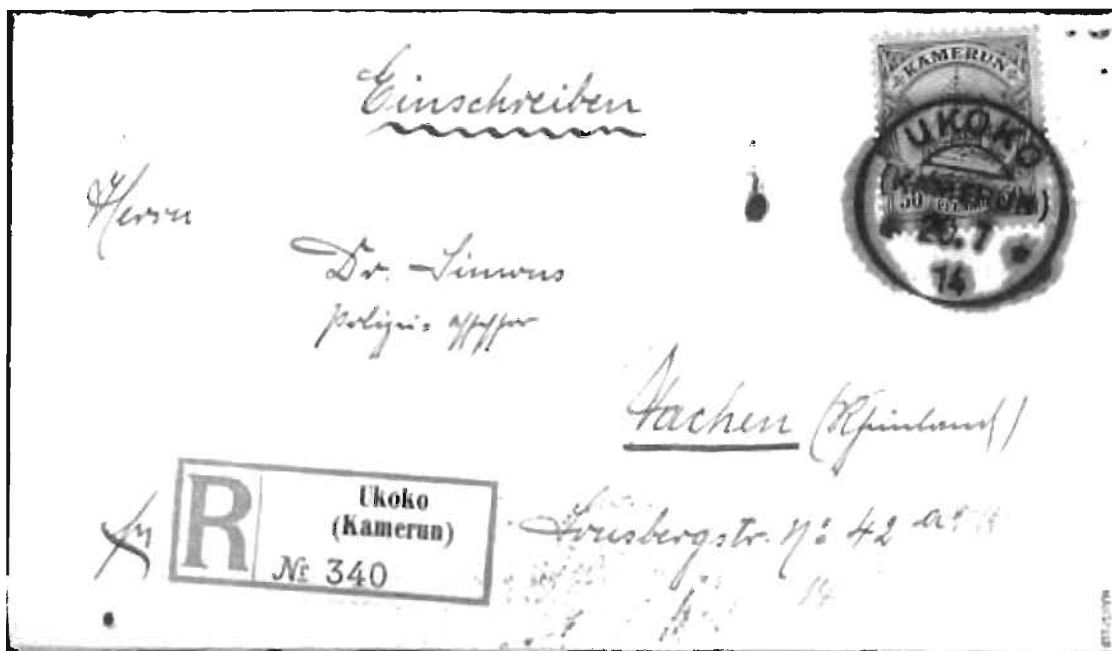


Figure 1. 20 July 1914 registered cover from Ukoko, Kamerun to Aachen, Germany, carried on the last voyage of the *Henny Woermann*; address side.

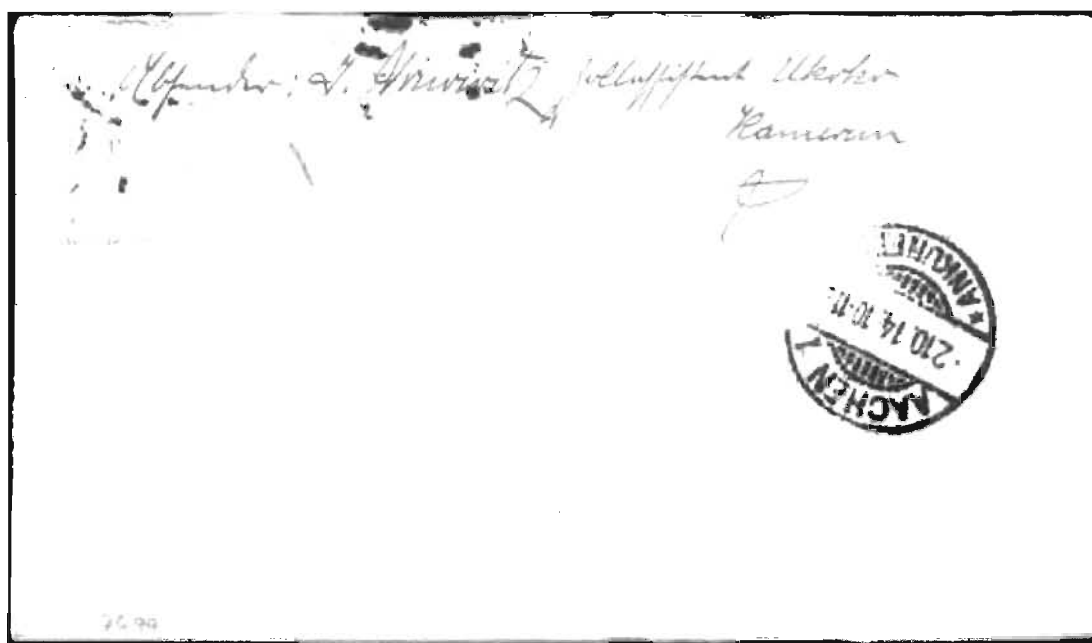


Figure 2. 20 July 1914 registered cover from Ukoko, Kamerun to Aachen, Germany, carried on the last voyage of the *Henny Woermann*; reverse, showing 'AACHEN 2.10.14' receiving cancel.

After arrival in Monrovia in the morning of August 1, I informed the foreign passengers about the political development, after which the English and French (in all 38 persons) left the vessel. The people went berserk with joy and a general fraternization took place. After all who wished to debark and all Kru-boys [Krujungen] were put ashore, I continued my voyage. I declared Duala to be my destination, so as not to betray my true intentions. As I had been told in Monrovia that the [German] gunboat *Eber* was nearby, I tried all night to call *Eber* by wireless with the surprising result that around 3 a.m., I sighted two English cruisers steaming slowly north exchanging signals by searchlights. All lights on board [the *Henny Woermann*] were immediately put out and by several changes of course I managed to get away unseen. [The cruisers] steamed about 180 miles off the African coast and were in the route of ships bound for East Africa and Australia. From then on, the wireless station was used for listening only and no telegrams were sent. The *Professor Woermann* called us several times at night, but I could not answer in order to protect

our safety. In the night of August 4 we received the telegram from Nauen [according to Wikipedia the town of Nauen, near Berlin, was the site of a major wireless transmission facility from 1906 to 1945] that England had also declared war on Germany. We also intercepted several telegrams which the French coastal stations exchanged, so we were completely informed at all times.

After a fair journey and without being molested any further I arrived at the entrance to Pernambuco harbour in the morning of August 7, where the following German steamers had found refuge:

*Blücher, Sierra Nevada, Tijuoa, San Nicolaus, Sanotos, Bahia Laura,  
Eisenach, Baden. and Cap Fillano.*

Later arrivals were *Gudrun, Otavi, Walburg, Holger, Corrientes, and Patagonia.*

On August 11, we put the vessel into port where she was securely tied up. Since by entering a port of refuge, we had complied with the conditions for General Average [see later explanation], I declared a Seeprotest at the German Consulate and later lodged a Verklarung at a local Brazilian court. Otherwise, as the local agents informed me, I would have had to pay harbor and mooring fees for the whole time I was in port. As agents, I appointed the firm used by the Hamburg-Südamerikanische Dampfschiffahrtsgesellschaft and the Hamburg-Amerika Linie, namely Messrs. Borstelmann & Co. I have already sent five telegrams to Hamburg without any reply, which worries me a great deal.

Upon my arrival here, the Europe-bound Norwegian sailing ship *Norge* was ready for departure, on which departed five of our passengers who were eligible for military duty. First Officer Leibauer and Second Officer Volkmann were subject to military service and wanted to get home, and so were discharged and left with the *Norge*. Later, several passengers left with Brazilian steamers to Rio and to New York in order to try to get home, so I now have 93 passengers on board.

The passengers, who were on board during the home-bound journey and are still on board, seem not to have grasped the gravity of the situation. Particularly distinguished with excessive and abusive insults directed at the company, the vessel, and the crew, is the government architect and railroad commissioner Eitel from Kamerun, against whom I wish to file a complaint with the Reichskolonialamt if at all possible. Provisions and coal are getting short and I am in consequence compelled to reduce food rations and ship-board lighting a great deal, just as has already been done on all other German vessels harbored here. Since August 29, first-class passengers on all German vessels where passengers are still aboard are being charged daily fees of 5 Marks and second-class 3 Marks, to cover part of the costs of food. However most passengers no longer have any cash and thus sign a receipt, so that the amount owed can be collected later. As for our supply of provisions, since very little can be purchased ashore and that only at high prices, we have begun to use the cargo of vessels mooring or departing here. A ton of coal delivered on board costs 10.000 Milreis or 3 Pounds Sterling. I have only 150 ton left and will try to get coal from other steamers. The health [of the passengers and crew] on board leaves much to be desired. Two passengers, who had come on board very ill, died on the homeward bound journey. In addition, First Cook Philips died of malaria.

The vessel is becoming badly fouled [anwächst] and before departure after armistice I will have to clean the bottom if possible. Unfortunately the antifouling paint is running very short as is all other equipment and supplies, and cannot be replaced locally. Understandably the other vessels are not willing to share their supplies.

The public opinion in this country is not very favorable towards Germans. The antennae of the wireless have to be taken down in this harbor and the wireless station has been sealed by the authorities. The English cable-vessel *Norseman* on the other hand is permitted to keep her wireless station operating and exchanges cables with the English cruisers, six of which are cruising the coast here, all the time. The English have directed their entire East-Asian Cruiser-Brigade to the South American coast and every few days an English cruiser comes to the entrance to the harbor to take over coal and water and sends a dinghy into the harbor to note the names of all moored German vessels.

I hope that this report gets into your hands and that you get an impression of the present situation and that you are reassured about the ship. Also I beg to get your instructions about the journey back home and the replenishment of the coal supply.

There is nothing more to report.

Yours sincerely  
[signed] Triebe  
Captain  
[Mail Steamer] *Henny Woermann.*

D. L. K. 10      Köln Deutz, 2. Oktober 1914.      10  
 Züriick  
 nach  
 Hamburg 1  
 Die Post von H. Henny Woermann  
 ist gestern für eingezogenen und  
 zwar ab Pernambuco mit einem  
 Krupp für H. H. Lloyd über  
 Amsterdam - f. l. t.

P. A. 1. HAMBURG  
 Eing. 3. 10. 14  
 ..77

H. H. 1.  
 ist f. l. t.  
 I. B. 857  
 vorgelegt.

Hamburg, 3. 10. 14  
 Züriick  
 von  
 der Reichsbehörde der Reichspostämter  
 in Berlin 4. 66  
 mit den neuesten Anzeigenscheinungen  
 der H. H. 10 in Köln-Deutz.  
 J. H.  
 W.

Figure 3: note from Köln-Deutz post office concerning the mails of the *Henny Woermann*

The major deep-water port in the Brazilian state of Pernambuco is Recife, which is also the capital of Pernambuco. Recife is the port in South America nearest to Western Africa, and thus a logical neutral destination to which Capt. Triebe would take the *Henny Woermann*.

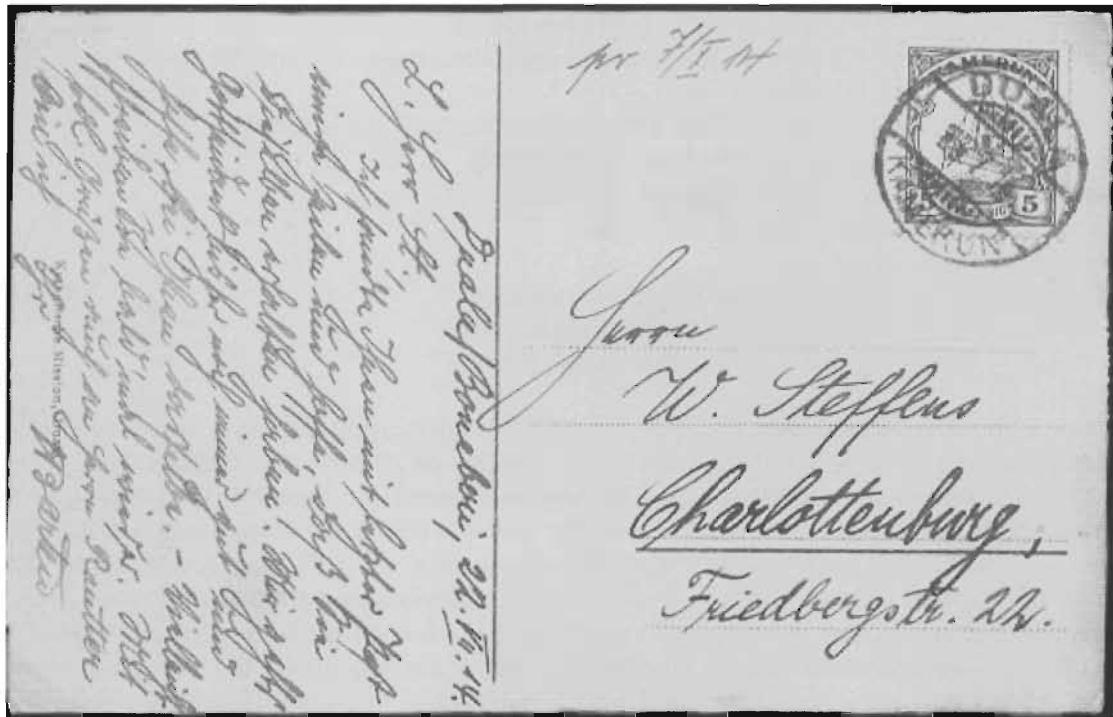
Illustrated in Fig. 3 on the previous page is a note, also found in the Reichskolonialamt archives, which explains what happened to the mail on the *Henny Woermann*. The German text is:

“Cöln/Deutz, 2 Oktober 1914  
 Zurück  
 nach  
 Hamburg 1  
 Die Post von s.s. Henny Woermann ist gestern hier eingegangen und zwar  
 ab Pernambuco mit einem Dampfer des Holl. Lloyd über Amsterdam –  
 Elten”

which translates into English as:

“Cöln/Deutz, 2 October 1914  
 return  
 to  
 Hamburg 1  
 The mail from the Steamship Henny Woermann arrived here yesterday  
 from Pernambuco on a steamer of the Dutch Lloyd Line, via Amsterdam --  
 Elten”

Elten is the first railroad station in Germany on the line from Amsterdam. The note was passed to the main Hamburg post office, and from there to the Reichspostamt in Berlin.



**Figure 4.** 22 July 1914 postcard from Duala, Kamerun to Charlottenburg, Germany, carried on the last voyage of the *Henny Woermann*; note handwritten ‘7/X 14’ receipt notation.

General Average (in German “Havarie grosse”) is an important maritime law term. During this translator’s professional time as marine underwriter, I had to deal with hundreds of General Average claims. The term means that if both ship and cargo are faced by a peril, the defensive costs are divided between the ship owner and the owners of the cargo (or their respective underwriters). For example if there is fire on the ship, the ship being worth \$1,000,000 and the cargo \$500,000, the costs of fighting the fire (including the damage done to the cargo by water for fighting the fire) are distributed on the basis of these values (two-thirds to the ship owner, one-third to the cargo owner, in the example). In the case of *Henny Woermann* the port of refuge was entered to avoid a seizure by the British navy, so all the harboring and mooring costs would have been paid out of the General Average fund. Issuing a “Seeprotest” is part of the General Average procedure.

The original of the Captain's report bears a hand-written note beside the complaint about Mr Eiten's behaviour, obviously applied later: "Amsinck's view is that this matter should not be investigated any further". Arnold Amsinck was one of the principals of the Woermann Line in 1914. [www.theshipslist.com](http://www.theshipslist.com) shows *Henny Woermann* as having been seized by Brazil in 1917 and renamed *Uberaba*.

Two items of mail from this voyage of the *Henny Woermann* are illustrated; part of the delivery described above. Fig. 1 and Fig. 2 illustrate a registered cover from Ukoko, Kamerun, canceled at Ukoko on 20 July, loaded on board the *Henny Woermann* when she returned to pick up more cargo between 18 July and 31 July, and received at Aachen on 2 October. Fig. 4 illustrates a postcard from Duala, canceled at Duala on 22 July, carried on the *Henny Woermann*, and with a receipt notation of 7 October. Both dates of receipt tie up with the note illustrated at figure 3.



## 1914 Togo to German South West Africa returned mails

**Erich Schlieper, John Mayne & Rob May**

In the January 2008 issue of the Civil Censorship Study Group Bulletin (Ref 1), Erich Schlieper illustrated three covers from Togo to German South West Africa bearing identical three line hand-stamps UNDELIVERABLE/ (ENEMY COUNTRY) / RETURN TO SENDER. He said that these items have appeared at auction since November 2005. So far he has recorded a total of six such covers, and an example is illustrated as figure 1. All six covers have the same return date-stamp of Lome 30 May 1915.

Three of the known covers are from Anecho, with routing direction "via Monrovia"

14 July 14 to Luderitzbuchtgesellschaft, Luderitzbucht

14 July 14 to Oberwachtmeister Geisler, Bethanien

20 July 14 to P.Halm, Bethanien

The other three are from Lome

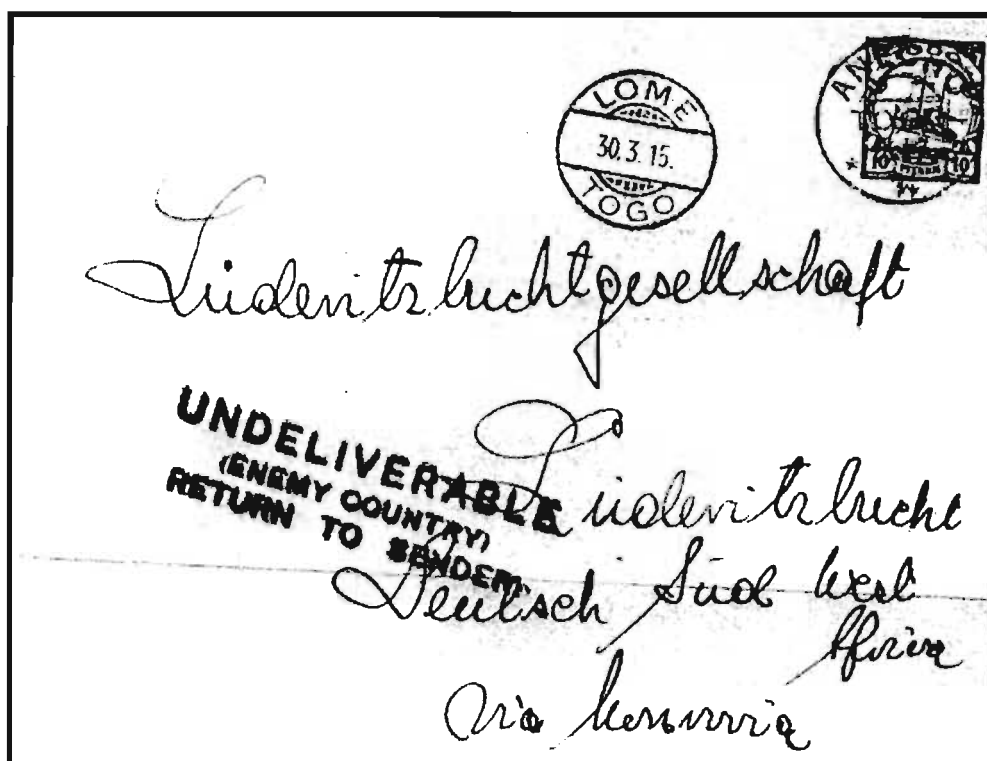
4 July 14 to Swakopmund—Postsache (postal matter)

11 July 14 to Munsch, Luderitzbucht (unclear postmark)

18 July 14 to Swakopmund—Postsache, cancel "Lome a"

Erich's view is that these letters would have all left Togo on the German ship *SS Henny Woermann*. It had left Victoria Kamerun on 24 July 1914 and left Lome probably on 29 July, or in the early hours of 30 July. After calling at Monrovia she secretly changed her route to Pernambuco, Brazil on the outbreak of the war; see previous article in this issue. The threat to this ship from the British navy was a real one – the *Eleonore Woermann* was shelled and sunk by *HMS Australia* off Argentina in 1915. Furthermore when Duala was captured on 27<sup>th</sup> September 1914, the British ships *HMS Cumberland* and *HMS Dwarf* found and captured in the river above Bonaberi nine merchant steamers which had taken refuge there at the outbreak of the war, belonging to the Woermann Line and the Hamburg-Amerika Line, along with the German gunboat *Soden* which was quickly re-commissioned for the British Navy. One of the captured merchant ships, the *Hans Woermann*, was subsequently operated by Elder Dempster as the *Gold Coast* until shelled and sunk by the Germans in 1917 (source [www.theshipslist.com](http://www.theshipslist.com)).

Mail between Togo and DSWA is scarce at any time, so seeing six of these covers appear on the market at once does arouse suspicion. John Mayne's large Togo collection contains only five items of any mail between Togo and DSWA spread between 1884 and 1914. Two of the returned covers are addressed in the same hand from two different offices (Lome and Anecho) and two of the covers are from post office to post office. Graham Mark, the editor of the CCSG Bulletin, has reminded us that there was a great deal of philatelic awareness at this time, so there might well have been a high rate of survival of a group of covers returned to Togo in 1915 bearing an interesting cachet, including postal service items which would otherwise have been binned immediately. Whilst the coincidental arrival on the market of several items of mail with this new cachet is suspicious the story the covers tell does stand up to examination.



Anecho 14 July 1914 to Lüderitzbucht, marked via Monrovia.  
Received back at Lome 30 March 1915

Graham Mark is 99% certain that the cachet was applied in London. He has examples of it on mail from the UK to enemy countries and after the Treaty of Versailles was signed mail to Germany, which was still embargoed, was marked with the same hand-stamp but with the words (ENEMY COUNTRY) cut out.

We know that the German mails were returned by Dutch ship to Germany quite quickly. The South West Africa mails must therefore have been separated before that, otherwise there would be no obstacle to the mails to all destinations reaching Germany by the same route. There was no direct sea connection between Togo and German South West Africa in 1914 and a feasible peacetime route for such mails was northbound on the West African route as far as Monrovia, then trans-shipped to a southbound Woermann line vessel to destination. For these letters to have fallen into British hands the letters would probably have been bundled and unloaded during the ship's brief stopover at Monrovia, as endorsed by the senders of the three letters from Anecho. Erich has had discussions with SWA specialists in Germany who agree that in normal peacetime the bundle could have been picked up by *SS Gudrun* which was scheduled to call at Monrovia on 5 August 1914 and *Swakopmund* on 15 August 1914, but instead she also ended up in Pernambuco. (Ref 2)

Until the outbreak of war Monrovia was the main coaling station on the West Coast of Africa for the Woermann Line but the German merchant shipping quickly took refuge elsewhere and the Woermann timetable immediately ceased. This bundle of mails lying at Monrovia would have been an embarrassment, but why pass it to the British? The war in Togo was over by 26 August 1914. The war in German South West Africa continued for much longer, conducted by General Smuts for the Allies, using South African troops. That campaign ended in victory for the Allies in July 1915. Liberia did not declare war against Germany until 4 August 1917, but would probably have become a "friendly neutral" to the Allies following the sinking of the *Lusitania* on 8 May 1915, when the USA adopted that status. The delay in the return of these mails to Togo until 30 May 1915 could indicate that Monrovia held the bundle until May 1915, but more research would be needed to prove this.

#### References

- 1 Schleiper E., "WW1 Togo to South-West Africa—diverted via UK", *Civil Censorship Study Group Bulletin*, Volume 35 pp 5-6, January 2008
- 2 Czimmek U., "Die Deutsche Seepost Hamburg-Westafrika", p190

# China to England via Lagos and FAM 22: not quite

John Wilson



Illustrated is a cover, the analysis of which has brought to light some interesting aspects of WW2 airmail carriage. The cover originated in Kutsing, unoccupied China on 11 November 1942, and the intended route to England was according to the written endorsement "By air to Calcutta, Cairo, Lagos thence by PAA to destination". This is a familiar endorsement to collectors of airmail under the heading of "Via Lagos" and seems unremarkable.

However, the cover carries no less than \$108.30 in Chinese stamps and unusually the calculation of the Chinese postal clerk is written on the cover. When deciphered, the calculation is as follows:

- 1) A single surface charge of \$1.50 (applied from 1 November 1942) plus a single air surcharge of \$11.70 making a total of \$13.20 as per the top line of the sum.
- 2) Eight further air surcharges of \$11.70 making \$93.60 as per the second line.
- 3) Registration fee of \$1.50 as per the third line.

This makes a total of \$108.30, and that is the total value of the adhesives affixed to the cover. So far so good. However, on closer analysis, and comment from Bob Wilcsek, the clerk made a miscalculation since the cover weighed 45 g (there is a number 45 underneath the lower line of stamps, visible by shining a strong light through the cover). The first surface rate of \$1.50 applied to the first 20g, but there should have been two more 20g fees at \$0.90 which the clerk, because of his method of calculation, missed and thus undercharged by \$1.80.

Now the route. The cover went via Kunming on 16 of November 1942 and arrived in Calcutta on 20 November. There are no more transit markings until a recipient applied date-stamp of 10 March 1943, which gives an air journey time of 110 days – rather longer than expected for a cover which was intended to travel via Lagos – FAM-22 to Miami – FAM-18 to Lisbon and thence to England. It is still possible that the cover did travel by this route although the lack of any transit or censor marks makes this impossible to prove.

What is more likely is that because of the suspension of the BOAC trans-Sahara route Cairo-Lagos on the 8 November (Ref 1) and the curtailment of the Cairo-Lagos via Leopoldville C Class flying boat service, the people at Cairo decided to leave the mail on the aircraft which had transported it from India and let it ride the "Horseshoe" to Durban where it was transferred to the surface route back to England, and that is the reason for both the journey time and the lack of any transit or censor marks.

One just cannot be too careful with these "Twice across the Atlantic" covers.

#### Reference

- 1 Wilson J. (ed), *Report on the Progress of Civil Aviation 1939-1945, Empire & Trans-Oceanic Services 1942, Egypt – West Africa Route*, p24, published by the editor, no ISBN



## A Few Comments on Recent St Helena Articles

Ralph Stanton

I would like to respond to three articles on St Helena which were published in the October 2007 edition of *Cameo*.

The 'Badge' set printing details of the 7/6d value (Ref. 1) gives the numbers printed of the first requisition in 1922 (134/2921) as 6480 and the second in 1937 (1615/1) as 5340, two sheets (120 stamps) of which were reserved for dealers. Over the years I have accumulated a large number of this value, ranging from a 'cleft rock' (2nd printing) to what may be the largest extant block (1st printing). Since I did this with no particular bias (at least in the beginning), I think it likely that my accumulation is representative of the two printings. The ratio of my stamps is roughly 60 to 1, and this agrees approximately with the number printed

of the first printing, and the number sold to dealers of the second printing (6480 to 120, or 54 to 1). So I have become convinced that the only surviving copies of the 1937 printing are those two sheets sold to the dealers, Mr Ellis and Selfridges, as stated in the Requisition Books (Ref. 2). As at least a small confirmation of my hypothesis, I have an email from Gibbons in which they note that they have raised the catalogue value of the 'cleft rock' and 'broken mast' (only two of each possible, if I am correct) to £6000, and that this may still be undercatalogued.

If any collectors are wondering if they have this elusive second printing, a few characteristics may help. The mint stamps have the usual brown gum of the other 1937 printings. The vignette is a 'pearly grey', now described by Gibbons as 'brownish grey' (their earlier, incorrect, description of 'blackish brown' was changed with the 2008 catalogue). Some of the second printing have been cancelled, usually with a date in August 1938, but these are 'by grace and favour' (or *Madam Joseph 339 of 18 December 1927!! - Barry Burns*). As many readers will know, some dealers sent stamps to St Helena to have them cancelled, and this has resulted in some anachronisms. For instance, I have a couple of 5d values that are cancelled with authentic St Helena cancels, but with the date being anterior to the second printing of the 5d stamp!

The 'cleft rock' of the second 7/6d printing exists in two known copies, one cancelled in 1938, the other being mint. I presume that the 'broken mast' also exists as a mint and a used copy. I have not seen the mint one, but the used copy has a grace and favour cancel dated before 1937!; otherwise the cancel is authentic, and the broken mast appears as state II, as indeed it should.

Moving onto the 'Spot on Scroll' variety on the half penny value of the 1912-16 GV set (Ref. 3). I went to look at my sheet of this stamp. Just to be sure that it was the thick paper printing, as I had noted, I compared it with a Specimen stamp of the same issue, and my sheet is definitely the thick paper.

What is interesting is that this variety appears to be transient, in that it does not appear on all copies of this printing. There is no spot in the indicated position on my sheet. However, there is a thinning of the green line at the position where the illustration shows the spot. So I would guess that either there was a repair to eliminate the spot or, more likely, whatever caused the spot was worn off or sloughed off before my sheet was printed. This would seem to indicate that the variety did not appear on all stamps in position 49.

My final point concerns the violet defacements on the Queen Victoria issues. The brief article on coloured dumb cancellations (Ref. 4) states that *...the remainder cancels of 1904 were applied in purple...*, but I feel that it is not correct to call these remainder 'cancels'. A cancel should be applied by the Post Office. As St Helena collectors will be aware, many of these remainders are on offer by dealers and sellers on eBay as 'used stamps', despite the correct Gibbons remark that they cannot be considered as 'used'. I would also claim that they cannot be considered as cancelled; they have been defaced.

This distinction is important. About 1906 some Fiji remainders were cancelled by the Fiji Post Office and were sold. They are being offered now as either c.t.o. copies or as used stamps, depending on the state of knowledge of the seller. But the purple diamond defacements on the St Helena stamps cannot be considered the same. Indeed, they were applied by the British firm of stamp dealers, Edwin Healey and Company, despite previous published comments that they were applied in Paris. The same firm tried (unsuccessfully) to get the Fiji remainders; they wrote on 7 September 1905 asking for the 'approximate value of the entire stock of Fijian stamps you have on hand, also if you are open to have the entire stock postmarked or cancelled by an **obliterating stamp similar to the way we cancelled the stock of St Helena purchased by us from the Crown Agents** (my emphasis, Ref. 5). This letter definitely places the obliteration of the St Helena remainders as the work of the Edwin Healey & Co. firm.

I think we should insist on the use of the term 'obliteration' or 'defacement' rather than cancellation, since Messrs Healey, not being a post office, were in no position to make anything that could correctly be called a cancellation. And it is shocking to see the number of dealers who are currently selling this material as used stamps. Some will be ignorant, but I suspect many are dishonest. I had better not start giving examples of the latter!

## References

- 1 Bums B., "Printing Details of the 1922 St Helena 'Badge' Set", *Cameo*, Volume 10 pp165-171, WASC, October 2007
- 2 *Ibid.*, p167
- 3 Bums B., "St Helena KGV 'Spot on Scroll' Variety", *Cameo*, Volume 10 p151, WASC, October 2007
- 4 Deakin R. & Bums B., "St Helena - Coloured Dumb Cancellations", *Cameo*, Volume 10 p141, WASC, October 2007
- 5 Rodger J.G., *The Postal History of Fiji, 1876-1910*, Philatelic Society of Fiji, 1983



## 1937 Registered Cover from Ascension

John Cooper



This registered cover from Ascension to Ndola, Northern Rhodesia, was sent at 3d registered and 1d Empire letter rate, and cancelled with an Ascension c.d.s. of 16 June 1937.

The correct Empire letter rate at this time was 2d, and the cover was not registered at Ascension. On arrival in South Africa the bilingual boxed cachet POSTED OUT OF COURSE / TO PAY was applied, plus manuscript 'Cape Town / P.O.O.C / 2240'. 5d tax applied, being 4d registration in South Africa plus 1d local letter rate. The 1d and 4d Northern Rhodesia postage dues were applied at Ndola and cancelled with the Ndola c.d.s. of 30 June 1937.

It appears that the Ascension stamps were deemed not valid as the item had not been registered at Ascension.

# St Helena Type PO3 Handstamp

## A Good Exchange

Bill Thorpe

A chance meeting at the York & Coin Stamp Fair in January saw the exchange of four GB Miniature Sheets for what appeared to be a rather folded but fairly old St Helena cover (Fig. 1, at 75%). Both sides of the deal were happy, and the cover was put into the 'must do something with these' box.



Figure 1 PO3 handstamp on cover of 20 February 1911

A few weeks later I had a visit from Barry Burns, and showed him the cover. He suggested we look at Bernard Mabbett's splendid book (Ref.1). On looking at page 69, the handstamp was found to be the Post Office Type PO3, with there being only three items of mail recorded with this stamp. The datestamp was also interesting, as it was some two years after the last known use of the handstamp (5 February 1909). There was also a very clear receiving stamp of Perth on the back, some 25 days after posting.



Bernard also records that two of the known covers had the manuscript initials of the then Postmaster, Thomas Bruce, who was later to design the Badge Issue stamps of 1922. Whilst there are no initials on my cover, the writing is very similar to that on the illustrations at pages 68 - 69 of Bernard's book, which leads to the possibility that it was Bruce himself writing to the Isla Distillery in Perth (to order more supplies?!).

This find goes to show that there are still quite rare items like this 'out there', hopefully with potential vendors, like myself, not realising quite what they are parting with.

### Reference

1 Mabbett B., *St Helena; The Postal, Instructional and Censor Markings 1815-2000*, pp68-9, WASC, Dronfield, 1st Edition 2002

# Unidentified St Helena Boer Camp Censor

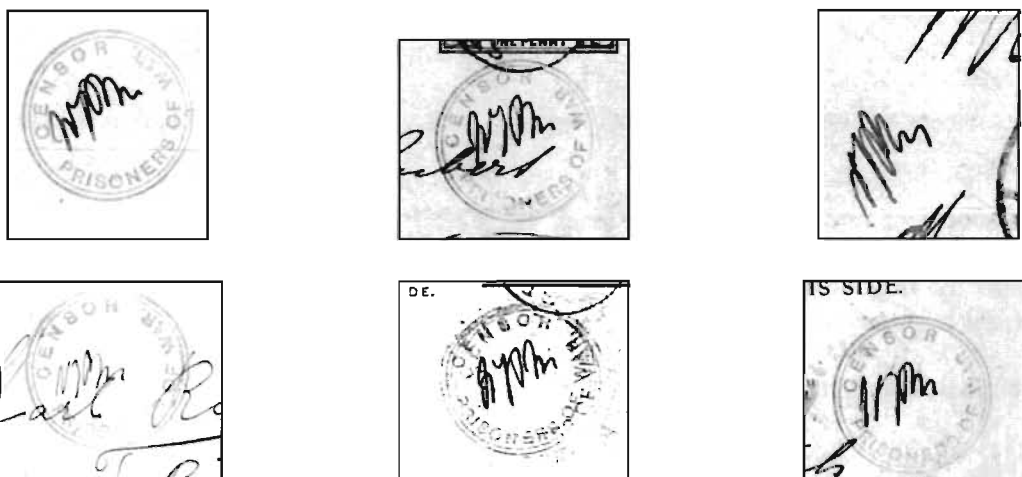
Dennis Engblom

The Anglo-Boer war of 1899-1902 provided an important chapter in the postal history of St Helena. As the war progressed the need grew for secure areas in which to hold Boer prisoners. The risk of holding several thousand prisoners in South Africa, along with other problems, led to the shipment of prisoners overseas. The first camp was on St Helena, followed by Ceylon, India and finally Bermuda. The first prisoners arrived at St Helena in April 1900; nearly all prisoners had departed by October 1902.

All mail to or from the prisoners of war was subject to censorship. A number of censor marks were used in the St Helena camps and in the normal case (for outgoing mail) the censor would initial the centre of the mark. The marks and initials are very collectible and have been documented over time. Early sources published by the Anglo-Boer War Philatelic Society listed eight censors by their initials; some of the names were known. Also mentioned were two censors with indecipherable initials. In Edward Hibbert's book (Ref. 1) the list of initials grew to nine, plus one initial still indecipherable. In 1985 the Anglo-Boer War Philatelic Society published an updated study (Ref. 2) showing thirteen censor initials but not indicating any initials that were indecipherable. This would indicate the previously unidentified initials were now included in the list of thirteen. A further update by Bernard Mabbett was published in 2002 by the West Africa Study Circle (Ref. 3) which continued to show a list of censors that numbered thirteen, with no unknown initials.

The purpose of this article is to illustrate a censor that has not been included in the literature. The name of the censor is unknown and the initials may very well be indecipherable. The writer's collection includes five examples of the initials. One more example was used to illustrate Bob Deakin's article in the *South Atlantic Chronicle* of July 2004 (Ref. 4). St Helena date stamps on the mail items range from 19 January 1901 to 25 February 1901. One has the straight line camp marking \*DEAD\*WOOD\*CAMP. All of the examples, five post cards and one envelope, are addressed to Germany. Four of the six examples are on post cards written by Col. Adolf Schiel, a German volunteer serving with the Boer Army.

The six examples are reproduced below:



## References

- 1 Hibbert E., *St. Helena; Postal History and Stamps*, Robson Lowe Ltd., London 1979
- 2 Mabbett B., *St Helena; The Philately of the Camps for Boer Prisoners of War April 1900 to August 1902*, Anglo-Boer War Philatelic Society, Burnham-on-Sea 1985
- 3 Mabbett B., *St Helena; The Postal, Instructional and Censor Markings 1815-2000*, WASC, Dronfield, 1st Edition 2002
- 4 Deakin R.C., "Col. Adolf Schiel at St Helena", *South Atlantic Chronicle*, Volume XXVIII pp13-15, St Helena, Ascension and Tristan da Cunha Philatelic Society, July 2004

# The Identification of French West African Censorship Marks

Barbara Priddy

The following information has been extracted from *Histoire Postale et Militaire de la Deuxième Guerre Mondiale 1939 - 1945* by C Deloste, which was published in 1969 and is now very difficult to find. It is a mine of information on military, civil and prisoner of war censorship marks, French and foreign, used in France and French overseas territories.

The French civil censorship in West Africa allocated a letter to each city in which a censorship commission was situated, and these letters appear both in the large double-circle mark which had the name of the territory, in this case Afrique Occidentale Française, in the centre, and in the small single-circle mark which had the letter over a censor's number. A cover may bear either or both of these. The letters are:

A Dakar, Senegal	I Port Etienne, Mauritania
B St Louis, Senegal	J Timbuktu, French Sudan (this is not given in Deloste, but deduced from covers)
C Conakry, French Guinea	K Zinder, Niger
D Abidjan, Ivory Coast	L Kayes, Senegal
E Ouagadougou, Upper Volta (at that time part of Ivory Coast)	P Kaolack, Senegal
F Bamako, French Sudan	Q Ziguinchor, Senegal
G Cotonou, Dahomey	T Thiès, Senegal
H Niamey, Niger	

Some of the marks are harder to find than others: A, C, D and G are very easy, B, E and F are harder, H, I, J and K are difficult. I have only ever seen one P, and I have never seen L, Q or T.

Cameroun and Togo, as mandated territories, had their own censorship marks. Cameroun had a double-circle mark with Territoire du Cameroun in the centre, and single-circle marks with a letter over a number. The letters are:

A Douala	B Yaounde
----------	-----------

Togo, with a censor at Lome, had only a double-circle mark with Territoire du Togo in the centre, and no letters.

A possible source of uncertainty is that French Equatorial Africa also had double-circle marks, with Afrique Equatoriale Française in the centre, and single-circle marks with a letter over a number. Covers often bear only the single-circle mark, and if a cover with one of these marks originates from a non-French territory, or if it bears two different single-circle marks, it may not be immediately clear which route it has taken.

It may therefore be helpful to give the AEF letters:

A Brazzaville, French Congo	E Bangui, Oubangui-Chari
B Pointe Noire, French Congo	F Fort Archambault, Chad
C Libreville, Gabon	G Fort Lamy, Chad
D Port Gentil, Gabon	

French West African censor-tape may be dumb, or may bear the words 'Contrôle Postal Militaire' (up to the fall of France) or (after the fall of France) 'Contrôle Postal', 'Contrôlé' or 'Ouvert par le Contrôle Postal'. Tape is usually tied to cover by spindle- or eye-shaped cachets reading 'Ouvert par l'autorité militaire' (up to the fall of France) or (after the fall of France) 'Ouvert par les autorités de [or du] contrôle'.

# 'British Protectorate Oil Rivers' Overprints

Tony Simmonds

*The following article first appeared in edition 4 of 2007 of "The Overprinter", the Journal of the Great Britain Overprints Society, and is reproduced here with permission of the author and editor*

A few years ago I managed to obtain two large blocks of the GB Queen Victoria ½d vermilion overprinted 'British Protectorate / Oil Rivers'. They were quite cheap because they had no gum and the stamps had tiny rust marks or foxing. They were in blocks of 28 and 42 and suitable for study.

I managed, at first, to position the blocks by referring to a representation of the original study by H. G. Porter from *The Philatelist* Vol. 24 pages 267-8 1958 as listed (with some amendments) in 'The Postal Services of the British Nigeria Region' by Jack Ince & John Sacher (Refs 1 & 2). I believe Mr Porter viewed the imprimatur sheets which are presently held at The National Postal Museum.

This study recorded measurements for the words 'BRITISH', 'PROTECTORATE', and 'OIL RIVERS' thus:-

BRITISH	vertical columns 1 and 7 at 8 mm;	vertical columns 2-6 and 8-12 at 7.75 mm.
PROTECTORATE	columns 1 and 7 at 16.25 mm;	columns 2-6 and 8-12 at 16.5 mm.
Above letters at 1.75 mm high.		
OIL RIVERS	columns 1-4, 6-10 & 12 at 16.5 mm;	columns 5 and 11 at 16.75 mm.
Above letters at 2 mm high.		

I believe these measurements might have been directly translated to the metric measurements from the fractions that were probably used by Porter – as this was how they were shown in 'The Niger News' No.6 supplement of September 1981 (Ref 3) ie 1.75 mm = 1¼ mm – and were approximate, not precise. He probably used a fine ruler and magnifying glass and not a 'Loupe de mesure' that I have, as it was not available in the mid to late 50's. (A 'Loupe de mesure' consists of a small adjustable magnifying glass with a 10 mm scale built into its base that is sub-divided into 10ths of a millimetre. It is presumed that HG Porter probably used a rule of some sort that just showed millimetres and his measurements were fractional assessments (to the nearest ¼ mm) of what he perceived them to be.)

My measurements of the letters revealed heights of 1.9 mm and 2 mm respectively.

The measurements of my blocks (columns 3-6, rows 1-7 and columns 7-12, rows 2-8) revealed the following:-

BRITISH	vertical column 7 at between 8.1 and 8.15 mm;
	vertical columns 3-6 and 8-12 at between 7.85 and 8 mm.
PROTECTORATE	column 7 at between 16.35 and 16.5mm;
	columns 3-6 and 8-12 at between 16.6 and 16.9 mm.
Above letters at 1.9 mm high.	
OIL RIVERS	columns 3-4, 6-10 & 12 at between 16.4 and 16.85 mm;
	columns 5 and 11 at between 16.9 and 17 mm.
Above letters at 2 mm high.	

It will be seen from the above list that the dimensions vary somewhat, especially with 'OIL RIVERS', as my calculations point to any measurement found between 16.4 and 16.55 only coming from columns 6 or, mostly, 12.

I also measured 'OIL' and 'RIVERS' and the space between them and found that column 8 had the largest dimension of 'OIL' and the smallest measurement of the space between 'OIL' and 'RIVERS', which would appear, logically, to explain why the total appeared normal.

As well as the above 'word dimensions' I also measured the 'spatial dimensions' which included the alignment of the 'P' of 'PROTECTORATE' with the 'O' of 'OIL' which produced the fact that they lined up, either exactly or to within .05 mm, only in columns 4 and 10. 'O' of 'OIL' was to the right of 'P' of 'PROTECTORATE' in columns 6 and 12 with the 'P' of 'PROTECTORATE' to the right of 'O' of 'OIL', in varying degrees, in all other columns (3, 5, 7-9 & 11). Other spatial measurements are between letters in adjacent stamps – handy for positioning blocks or pairs.

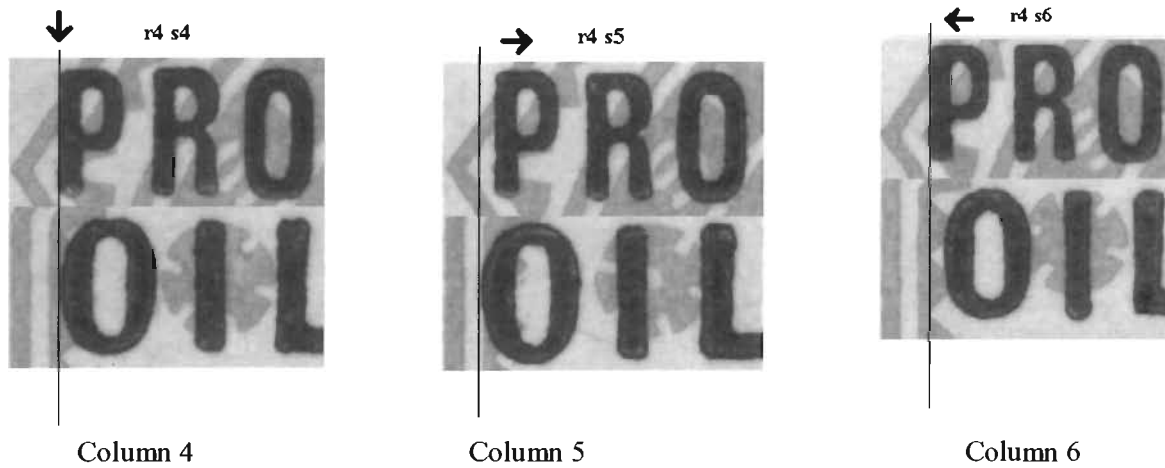


Fig 1 : showing the relative positioning of PROTECTORATE and OIL

It might have been noticed that certain columns coincide to a greater or lesser degree. This is due to the construction of the plate used to overprint the stamps which appears to have been made up from type used for 6 stamps and electros being made to build up to a setting of 60, this then being used to make a second plate of 60. Thus two plates were used for the overprinting of the 2d, 2½d and 1/- values in sheets of 120 with the ½d and 1d, in sheets of 240, needing two passes of the printing plates. The 5d only required one plate as it came in sheets of 60.

The 1d value has the overprint placed towards the top of the stamp and the 1s, usually, towards the bottom so that the value was not obscured. The other values had the overprint applied equi-distant top and bottom.

Other observations that will help identify the columns are shown at figure 2:-

- Column 7 'B' raised and to left over 'T'.
- Columns 3 and 9 'B' dropped.
- Columns 4 and 10 'R' slanting. 'T' tilts below 2<sup>nd</sup> 'I' in 'ITI'. Rounded right foot of 'R' in 'RIV' with loop reduced at right.
- Columns 5 and 11 'R' slanting. 'T' level with 2<sup>nd</sup> 'I' in 'ITI'. Reduced left bar in 'T' of 'TOR'.

The 'H' is always raised. Porter avers that this is slightly less so in columns 5 and 11 – but I found it difficult to verify and consider it insignificant. Similarly with his statement that the 'T' is always lower which I think is more due to the fact that the stem is slightly longer and thus protrudes below the other letters slightly and, anyway, because it is constant is really of no importance.

Individual stamps can be identified by positional flaws found throughout the sheet. I will only show the flaws that I have found – some previously unrecorded - and do not include those of Porter's that were not evident in my blocks thus (n r = not previously recorded):-

**Block of 28 - row 1, stamp 3 to row 7, stamp 6.**

Row	Stamp	
R1	s3	'I' of 'BRIT' bent to right at base.
R1	s5	Nick out of bottom of 'S' of 'VERS' (n r).
R2	s4	'B' of 'BRIT' has top corner broken off. 'E' of 'ATE' has thicker curved foot.
R2	s5	'E' of 'ATE' raised with short slanting top stroke and longer lower stroke with curved toe.
R2	s6	Short 'P' of 'PROT'. 'T' of 'ATE' is slightly bent to left at base (n r). 'E' of 'ATE' has short pointed lower stroke. 'O' of 'OIL' damaged at bottom left (n r). 'S' of 'VERS' damaged bottom right (n r).

R4	s4	Has three small dots between 'R' and 'I' of 'RIV'. The 'T' of 'ATE' is short and set slanting.
R4	s5	'O' of 'TOR' has break in centre at left.
R5	s4	Dot after 'T' of 'ATE' (n r). Triangular break in 'R' of 'VERS' at centre left.
R5	s6	'R' of 'RATE' has shorter legs with feet set slanting to centre (n r). 'E' of 'ATE' has top bar sloping up and foot bent slightly down (n r).
R7	s5	'R' of 'RIV' has nick in left leg below loop (n r).
R7	s6	'O' of 'OIL' damaged bottom left (n r). 'I' of 'OIL' is larger with minute nick above centre left. First 'R' of 'RIVERS' has long left-hand stroke.

**Block of 42 - row 2, stamp 7 to row 8, stamp 12.**

Row	Stamp	
R2	s12	Flat top to 'S' of 'ISH' (n r).
R3	s7	'T' of 'TOR' bent to right at base.
R4	s11	'R' of 'BRI' has bottom half of right leg rounded. 'T' of 'ROT' has left arm bent up (n r).
R5	s10	Short foot to 'L'.
R5	s11	'R' of 'BRI' has right leg rounded (n r).
R5	s12	'P' is .05 mm shorter with dent to right of loop (n r). 'R' of 'PRO' is slightly raised with thicker legs.
R6	s10	Damage to loop and right foot of 'R' of 'RIV' (n r).
R7	s11	Large stop between 'R.S' of 'RIVERS'.
R8	s7	'R' of 'RIV' - base of right foot slopes (n r).
R8	s10	'R' of 'RIV' has dent to right of loop (n r).
R8	s11	'P' of 'PRO' broken through upright at top of loop.

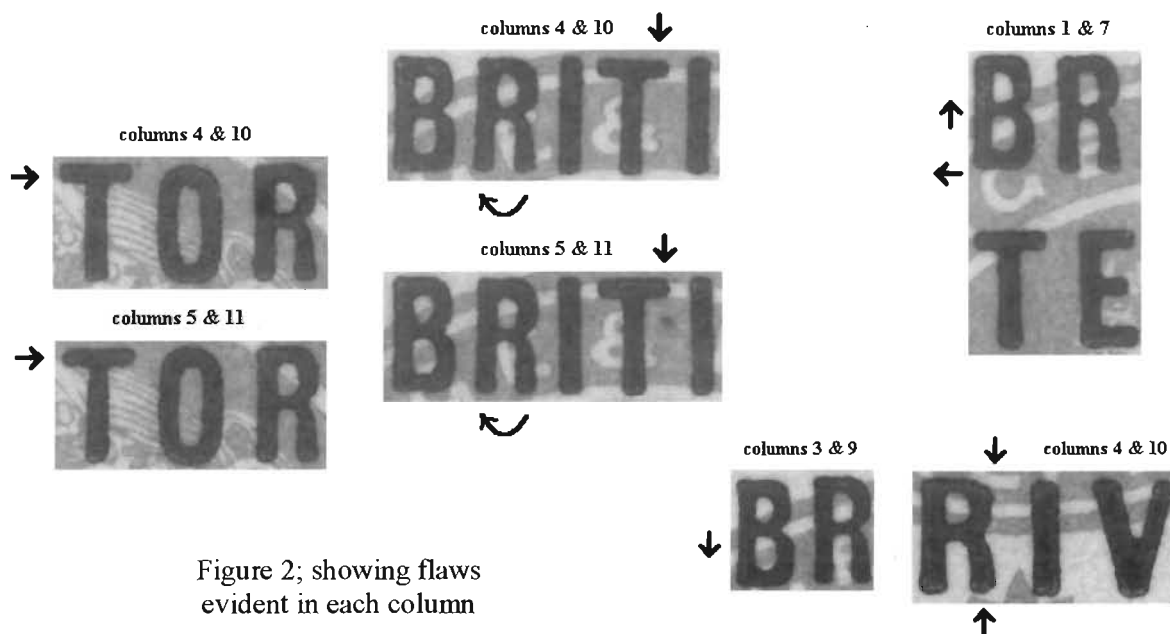


Figure 2; showing flaws evident in each column

I intend to submit the whole study with additional scans of individual flaws to the Library in some sort of booklet form for future reference.

References:

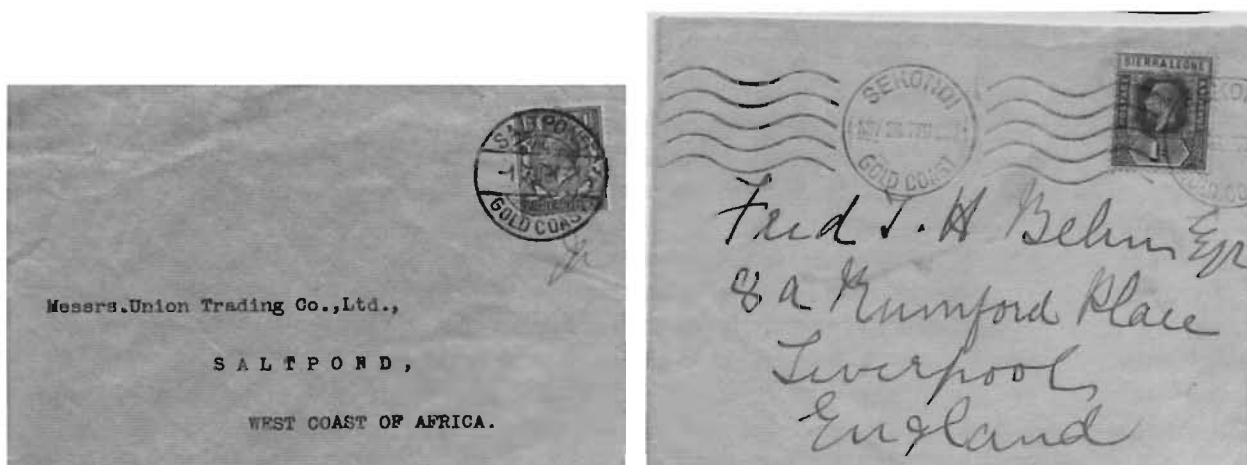
1. H. G. Porter from *The Philatelist* Vol. 24 pages 267-8 1958.
2. Ince J.F. & Sacher J., *The Postal Services of the British Nigeria Region*, pp187-188, RPSL, London 1992
3. *The Niger News* No.6 supplement of September 1981.

# GB stamps postmarked in Gold Coast

Ian Anderson

In answer to Gordon Graham's enquiry in Cameo about British stamps postmarked in Gold Coast I can offer two explanations.

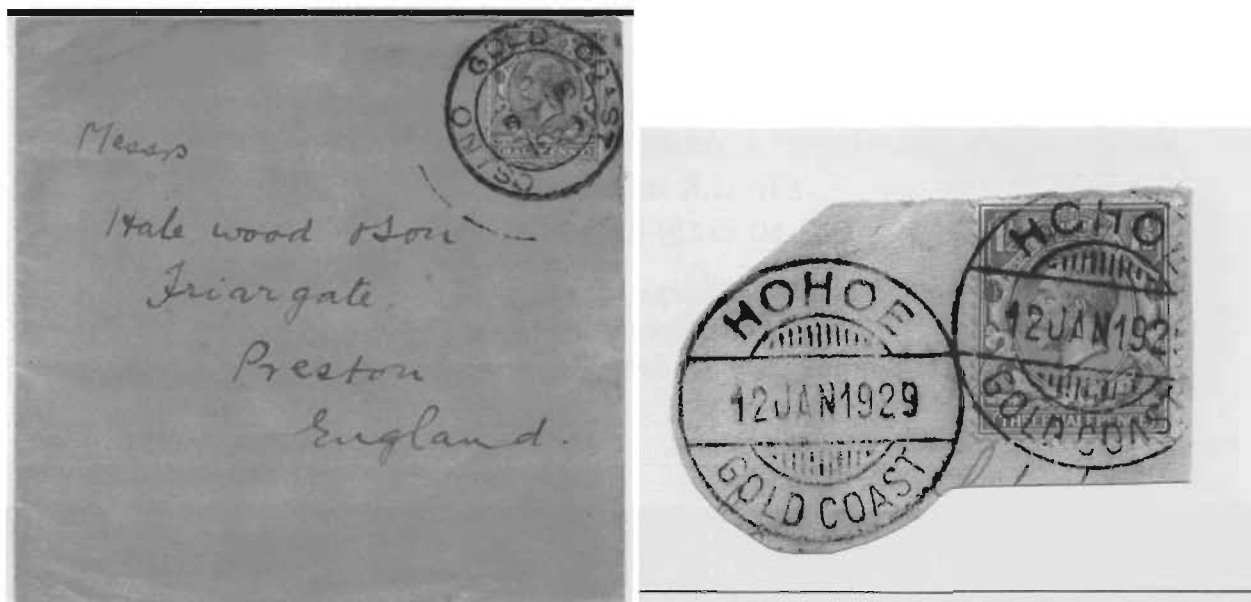
Firstly, I believe that it was the practice of most postal authorities that received letters that had not been franked in the country of origin to cancel the stamps. I offer two examples, one commercial cover (I have two more similar covers) dated August 1931 from the UK and one bearing a Sierra Leone stamp dated December 1926.



Secondly, whether officially sanctioned or not, the Gold Coast authorities tolerated British stamps being used by visitors who had brought them with them (i.e. military, colonial servants, etc.). An example to substantiate this is a cover with both a UK 3d and a GC 3d posted in Prampram in November 1943. This is registered and therefore must have crossed a post office counter. Strangely it is not censored which would have been required.

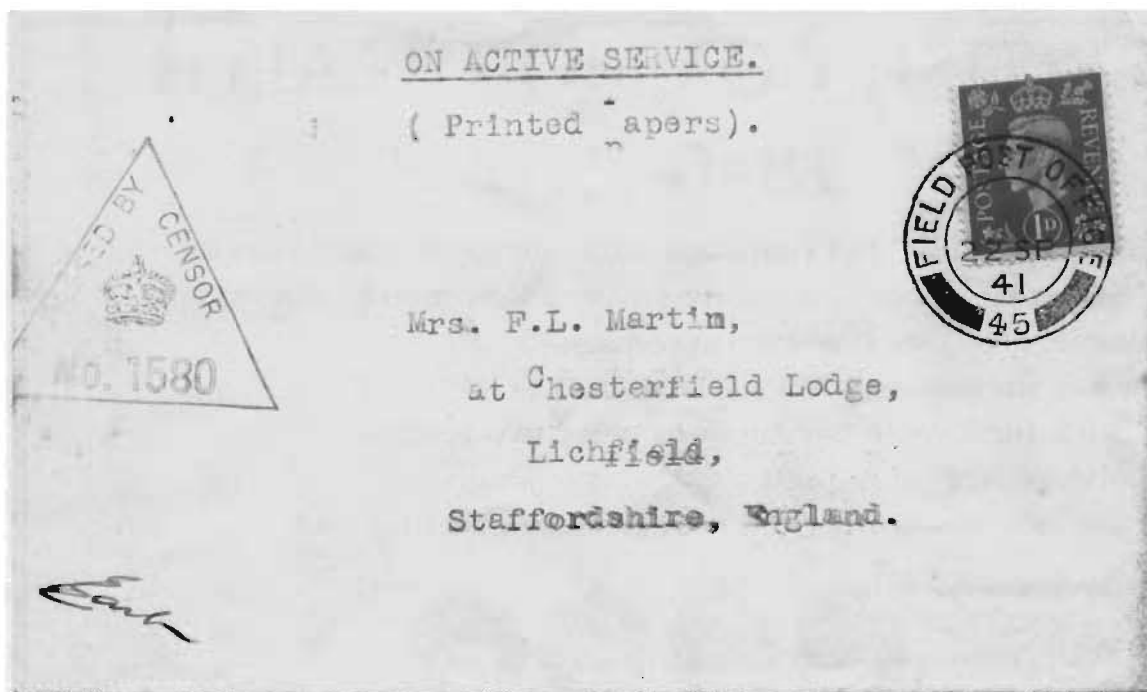


It would be easy to conclude that Gordon's example (1917) and this cover (1943) were posted by individuals sent to the Colony during a war who had British stamp in his wallet. However, I have further examples from non-belligerent periods.



A cover from Osino and a piece from Hohoe both postmarked in 1929.

Finally, British Stamps were frequently applied by soldiers using the Field post offices.



I hope this answers the question without creating too many new ones.

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