

BRITISH CARIBBEAN PHILATELIC JOURNAL

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W/N 139

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JUNE 1986

Silver Jubilee Year 1961 to 1986



OFFICIAL CACHET
SILVER ANNIVERSARY

25

1961

1986

AMERIPEX '86 INTERNATIONAL STAMP SHOW
CHICAGO, ILLINOIS • MAY 22 - JUNE 1, 1986

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For June '86 issue: 15 April 1986

For September '86 issue: 15 July 1986
For December '86 issue: 15 October 1986

The President's Message

The nurturing and preservation of British West Indies philately is a matter of concern for us as members of one of the three largest groups in existence today dedicated to this endeavor.

Because many of our members also belong to the other organizations, we have tended to be mutually supportive of each other.

Joint meetings at some major international exhibitions (CAPEX 76, LONDON 80 and AMERIPEX 86) have enabled us to bridge time and space. We have become personally acquainted with fellow philatelists and specialists with kindred interests.

A review of the history of BWI philately relating to the mode and evolution of the governments as well as the organizations that have imparted the forces of inter-governmental cooperation begins with this issue.

To follow will be an overview of the past and present philatelic societies of the British Caribbean with up-to-date information on their activities as well as benefits for group membership. We encourage each member to consider ways in which he can be an ambassador of the BWI countries, developing avenues to promote and expand collecting interests in the British Caribbean.

.....Ben Ramkisson

From The Editor's Desk

Thanks, deepest thanks, go to all the members who have kept your editor busy with articles for this journal and the next. It is your work that makes the Journal of interest and value, not only to our members but also to the public at large.

How does one become a good proofreader? During the final make-up on the March journal I still found and corrected typing errors. On the day I brought the journal home from the printer, to my horror I found a major error on page 19 and since then, others. For those who wish to correct page 19 of their March journal, an insert in this issue carries a corrected paragraph.

I now have a better idea of what previous editors have achieved and the hard work it takes to produce a journal. It is awesome. The mailing list for the March issue called for 400 copies, 177 via bulk mail and 223 via airmail printed matter, surface mail printed matter and first class mail. There were ten different postage rates. With envelopes, ballots and auction catalogues the weight exceeded 175 pounds. Fortunately, I still have a strong back even though I was weak enough upstairs to volunteer for this position.

Please note that your editor and his wife will be travelling through the USA after Ameripex until near the end of June. No correspondence can be answered during this period.

This Silver Anniversary issue has been great work and fun. May all our members find the time to contribute their special knowledge to the rest of us!

.....Mark W. Swetland

DUES NOTICE -1986 DUES -- Members are reminded that only those members who have paid their 1986 dues will receive the September issue. If you have not yet paid, this is the **last** journal you will receive!!!!

A RECENT REPORT FROM ANGUILLA

by Marjorie Doran

Anguilla is a short hop by airplane from Tortola's Beef Island Airport. It is very unspoiled, a beautiful island with friendly people. Guests houses and hotels are in all price ranges.

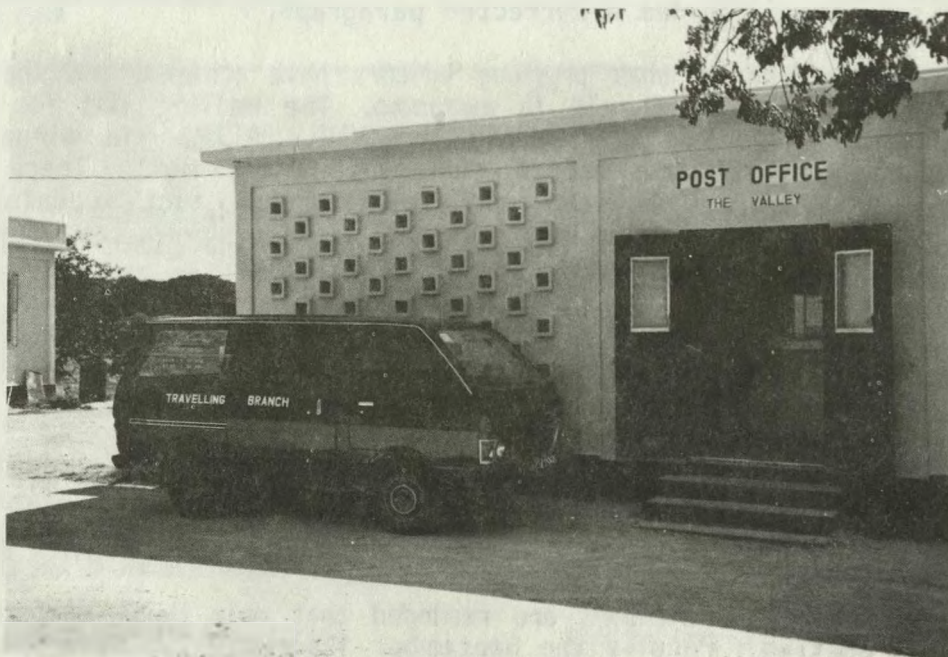
It is a long, flat island composed of coral limestone with the highest elevation at Crocus Hill about 213 feet above sea level. It is dry, not lush, fringed by almost 30 white coral sand beaches. There are saline ponds, of which two are used for salt production. The coral reefs are extensive and rich in marine life.

The tropical marine climate is generally pleasant and healthy. The island is some 35 square miles in area. The roads are mostly dirt but good. There is no dominant urban area but certain areas are more closely settled than others. The main area is THE VALLEY, where the government headquarters and only post office are.

Anguilla was colonized in 1650 by English settlers coming from St. Kitts and has remained a British Territory ever since. In the 17th century Anguilla was administered as part of the Leeward Islands. By 1819 the population was 3,080. Today it is approximately 7000.

In 1871 the Leeward Island Federation was created with St. Kitts - Anguilla as one of its component units. Four years later in 1875 Anguilla discontent over its subordinate status and enforced union was expressed in a petition to the Colonial Office asking for direct rule from Britain. No action was taken and the basic political relationship remained unchanged for nearly 100 years.

In 1928 4 sub-post offices were authorized by order of the council of the governor of the Leeward Islands. They were located at the major customs stations on the island, East End, Blowing Point, Forest and The Road. The volume of mail was so small that the post offices fell into disuse by 1932 but were never formally closed. Rubber date stamps were used as cancelling devices. Examples from these obscure offices are among the most sought-after Leeward Islands cancellations. (See Robert Wynstra, Stamp Collector, July 16, 1984.)



In 1958 the Islanders formally petitioned the Governor asking for a dissolution of the political and administrative association of Anguilla and St. Kitts. It was to no avail. Opposition in Anguilla to the continuation of rule from St. Kitts gradually grew until on 30 May 1967 the St. Kitts policemen were evicted and Anguilla refused to recognize the authority of the State Government any longer. Britain intervened and Field Post Office 1046 was set up during the temporary occupation.

Today the Anguilla Post Office at The Valley provides all normal postal services and also operates a Philatelic Bureau. Mail deliveries and collections in out-lying parts of the island are provided by a mobile "Travelling Branch." (See photo on previous page.) The postcard I mailed to myself from the airport was cancelled at "The Valley."

During my visit Mr. John Lister was "on island" discussing new stamp issues with Chief Minister Emile Gumbs. New designs will include Carib Indian artifacts (many of which are found on Anguilla) and The Fountain. The Fountain is a famous landmark with a limestone cavern. Three pools are located within the cavern, each containing drinkable water. The main pool has a warm spring rising from a vent within.

The postage stamp issues are much prized for the special wording showing that they are issued on behalf of "Her Majesty's Commission on Anguilla."

The legal currency is the Eastern Caribbean dollar. There is no exchange control. U. S. dollars are widely accepted. The normal exchange is fixed at EC2.70=US\$1.00. The absence of income tax and corporate tax are important attractions to potential investors.

I most certainly enjoyed my short visit and can not wait to get back.

THE PAST TWENTY-FIVE YEARS

By Robert Topaz - BCPSG Historian

TWENTY-FIVE YEARS is a long, long time - unless you are enjoying yourself!! That's why it is difficult to believe that 25 years have passed since we started having fun together. When Ben Ramkissoon asked me to write a short history of the BCPSG, it took some time to penetrate that I had to write about 25 years history. I must start by thanking all the members of the BCPSG for all the enjoyment I have received during the past 25 years. You have made it seem so short a time.

March 1961 was when seven of us - all collectors of Jamaica Postal History - decided to try to form a new group of collectors in the USA who would be ready and willing to exchange information and camaraderie with their fellow collectors. At that time, all existing groups made their members go through central authorities to exchange information which was not to our taste. The seven collectors were :

Byron Cameron	Fort Lauderdale, FL (deceased)
Milt Erickson	Columbus, OH (deceased)
Russell Gibson	Galion, OH (deceased)
Al Johnson	Baytown, TX (deceased)
Reg Lant	Toronto, Canada
Clint von Pohle	Mountain View, CA
Bob Topaz	Waban, MA

These collectors formed a founding committee in late March of 1961. On April 10th an invitation was sent to all the concerned collectors that we knew, outlining the scope and purpose of the new organization and inviting them to join with us. The organization was to be known as the West Indies Federation Study Group and the purpose was to study the postal history of the countries which were then forming the West Indies Federation.

Support developed very rapidly. In May of 1961 Gale Raymond offered to merge his Bahamas Postal History Study Group into the new group. This kind offer was accepted with alacrity. The first journal - Vol.1, No. 1 - four pages of mimeographed effort - was put out in this month. It included an offer of three brochures that had already been published by interested members. The July issue of the Journal ran to twelve pages and the Journal was well on its way to its current position of eminence.

As the membership increased - from the 7 to begin with - to 81 six months later - and to 485 in 1980 - the need to expand the scope of our interests to include all of the British colonies from Bermuda to British Guiana became evident - and the political death of the West Indies Federation made our name a prime target for change. By a consensus of the members, the name was changed to its current one, i.e., the British Caribbean Philatelic Study Group. Milt Erickson then drew up a Constitution including the new name and also got us qualified as a 501 corporation under the IRS laws and incorporated as an Ohio corporation.

The first regular meeting of the new Group was held on the 80th floor of the Empire State Building in New York City on November 18th, 1961. Twelve members attended but the late Bill Stitt as Trustee of the ballots had votes from 65 of our 84 members - a vivid testimonial to the interest of our members wherever they lived. At that point they lived in seven different countries. Reg Lant reported that the balance in our bank account was \$9.99. The first slate of officers was as follows:

President	Bob Topaz	Board of (Everard Aguilar
Vice-President	Russ Gibson	Trustees (Byron Cameron
Secretary-Treasurer	Reg Lant	Gale Raymond

In succession the following members assumed the mantle of the President of the Group:

1962	Bob Topaz	1970	Stan Durnin	1979	George Bowman
1963	Russ Gibson	1971	Jack Arnell	1980	Dan Walker
1964	Byron Cameron	1972	Jack Arnell	1981	Dan Walker
1965	Bob Topaz	1973	Mark Swetland	1982	Dan Walker
1966	Bob Topaz	1974	Mark Swetland	1983	Ed Addiss
1967	Fred Seifert	1975	Chuck Cwiakala	1984	Ed Addiss
1968	Gale Raymond	1976	Chuck Cwiakala	1985	Ed Addiss
1969	Stan Durnin	1977	Paul Larsen	1986	Ben Ramkissoon
		1978	Paul Larsen		

While there is a certain amount of prestige and honor which accrues to being President, the real accolades belong to those who serve as Editor of the Journal. These people have in fact done most of the work and have been the "glue" that has held the Group together over these years. To them we should be forever grateful.

1961 through July 1967

Al Johnson

Al Johnson - in real life a chemist with Humble Oil - was a wonderful man with a real sense of dedication. He started the journal and never missed an issue until failing health forced his resignation. His last issue was July 1967.

September 1967 - December 1973

Col. Fred F. Seifert (Ret.)

Fred Seifert took over from Al Johnson before finishing his term as President and somehow found the time to upgrade the Journal in spectacular fashion. His term as Editor saw our Journal become a professional looking, glossy paper, staple bound book rather than a set of loose pages. For the first time we used various type fonts and sizes, making the Journal very much more attractive. For those of us who have never done it, it is almost impossible to visualize the work and effort in getting out five or six journals a year - and the pressures involved in it.

1974 - 1976

Dr. Jack C. Arnell

At the end of 1973 we had worn Fred Seifert to the bone and nobody else would step up and take the job. Jack Arnell, as retiring President and a man with a great sense of responsibility, took over as Editor, despite the handicap for this job of living in Bermuda. Jack carried the burden for three years, finally with the great help of Elaine Durnin, and produced a fine group of journals.

1977 - 1978

Elaine R. Durnin

Everyone's favorite, Elaine Durnin, took over the Editorship at the start of 1977. Although not really an area collector herself, she and Stan Durnin were so close that she enjoyed doing these things with him. She had acted as Assistant Editor with Jack Arnell for some time before taking over his job. At the end of December 1977, her husband, Stan Durnin, suddenly passed away, leaving Elaine tragically alone. She kept up her work on the Journal for another whole year, until the pressure of full time work forced her to give up the Editorship. You can now read her column in Linn's Stamp News, written under her new name of Elaine Boughner.

1979

Col. Daniel Warren

Again we were stuck for an editor and Dan Warren saved our bacon for a short time. Dan, an M. D. and a full Colonel in the Army, put out three issues in 1979 and they were first class jobs. Unfortunately, the logistics did not work out and he was unable to continue.

December 1979 - 1985

George W. Bowman

In the tradition started by Fred Seifert as retiring President George took over as Editor of the Journal and for six long years knocked out interesting looking and reading Journals. George had access to fancy equipment and many interesting kinds of type - and so the Journals took on a distinctive appearance. George finally decided he had to live a life of his own and someone talked Mark Swetland into dedicating his new retirement life to the Journal. We wish him the very best of luck and hopes for success.

During these twenty-five years many other people served for many long years in other capacities. It is impossible to list them all, but it is quite fitting to mention a few. Reg Lant served as Secretary-Treasurer for the first eight years of our life and he was over 65 when he started!!! He still wrote columns for the Journal up to last year and is still interested. Chuck Cwiakala and Ben Ramkissoon served as Auction Manager and Treasurer respectively for more years than I can readily calculate. To them and to all the rest of my friends, living and dead - and the rollcall is long - we should all pay homage for the labors of love that have gone into twenty-five years of the life of the BCPSG.

ANTIGUA - THE FRENCH CONNECTION

by Alex Thomson

Prior to 1 July 1879 when Antigua joined the Universal Postal Union, the transmittal of mail between the colony and any country other than the United Kingdom was extremely tenuous. The packet service had been established in 1755 to convey mail between the West Indies and England. Up to 1836 no attempt had been made by the G. P. O. to transmit mail direct to France unless the packet letter rate and the inland postage had first been paid. Most letters prior to 1836 were carried by private ship since this method overcame the difficulties in England and the natural aversion to prepayment of postage.

In 1837 in an attempt to obtain part of this business, the G. P. O. introduced a single letter rate to Calais of 2s. 3d., prepayment of which by the sender was optional. The letter would receive the packet agent's handstamp in Antigua before being put into the bag for transmittal to England. On receipt at London the letter would be processed for its journey to Calais and subsequent destination in France. Where the 2s. 3d. postage had been paid to Calais, this would be recorded by the oval P.F. handstamp (paid to frontier) and the postage recorded in red ink at the top left hand corner of the letter. The French rate from Calais to destination would be recorded underneath in black ink and the total recorded in red ink.

Figure 1 shows an entire dated 4 April 1838 with a small fleuron handstamp. The letter has been back-stamped with a triple arc London receiving handstamp of 14 May 1838 in black ink and a PAID tombstone handstamp in red ink of the same date.

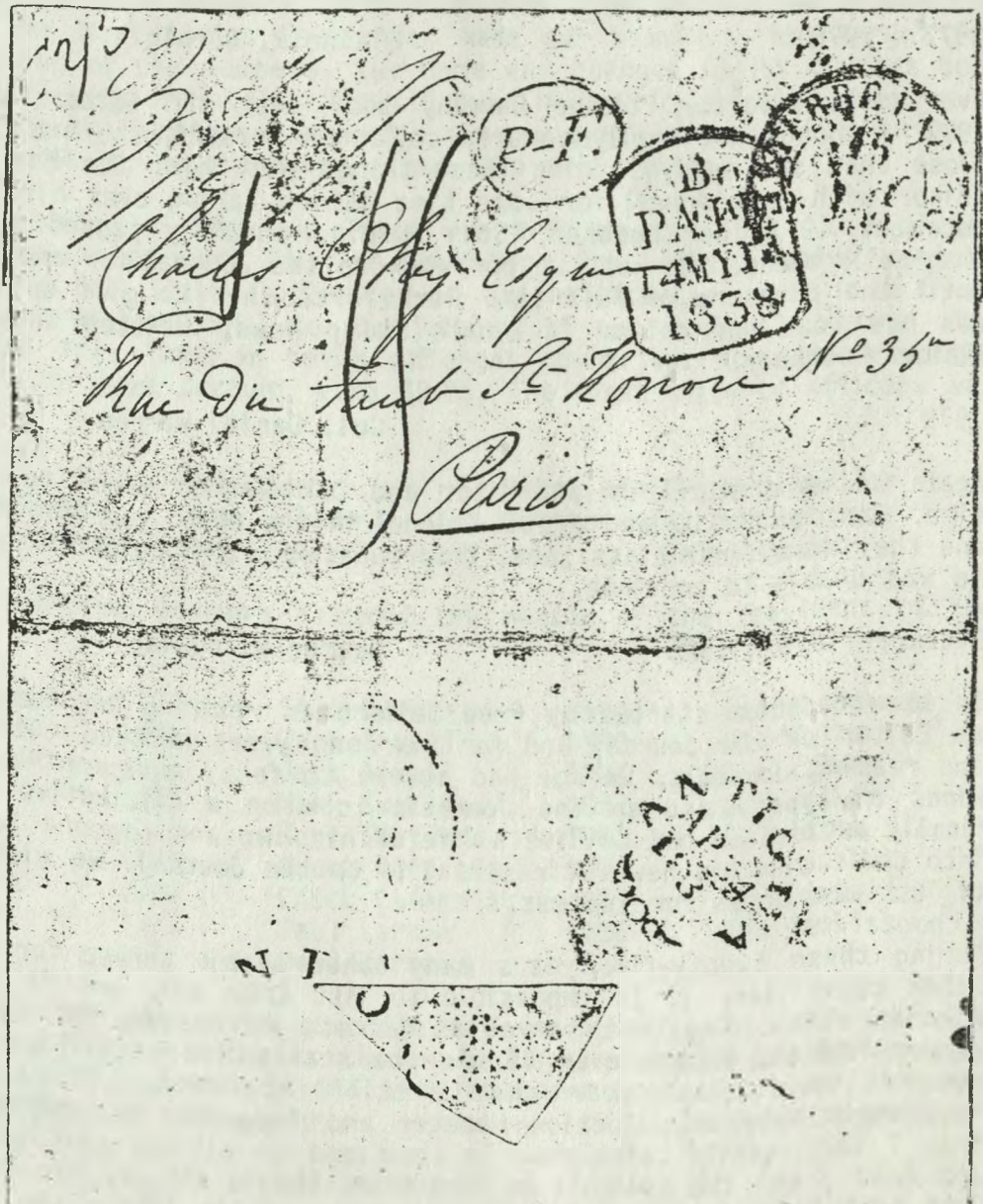


Fig. 1

In the top left hand corner the 2s. 3d. rate is recorded in red ink together with the French rate from Calais to Paris, 11 decimes in black (equivalent to 10 d.) and the total 3s. 1d. in red ink.

In 1843 an attempt was made to speed up the transmission of mail between the UK and Europe. Under the terms of the Anglo-French Postal Convention held in that year, all mail destined for France or transmittal through France would first be landed from the British packet at a British port before being sent on to the Foreign Section of the G. P. O. in London where a new handstamp would be applied. This new boxed handstamp, measuring 31 mm x 17 mm, and containing abbreviated information of the Convention's accounting articles was applied to the letters in light red ink before they were bagged for dispatch to France. Current postal packet rates which had been revised in 1842 to 1s. per 1/2 ounce between Antigua and the UK would apply. The boxed "COLONIES/&c.ART. 12" handstamp was an attempt to ensure that both the British and French Post Offices received their correct share of the postage from the letter in question.

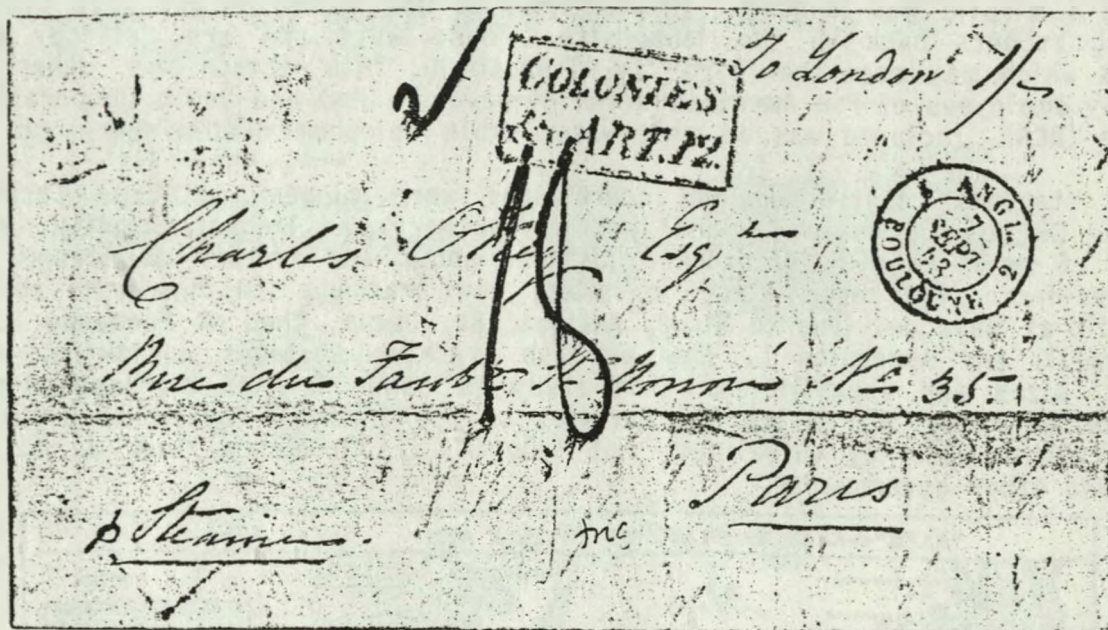


Fig. 2

Figure 2 shows an entire to Paris dated 10 August 1843. The letter is backstamped with an Antigua double arc date stamp AU 10 1843 and a red London circular receiving handstamp of 5 SP 1843. The letter has been landed in France at Boulogne on 7 Sept 1843. Postage between the British and French Post Offices has been assessed as follows:

Antigua to UK	1s.
Boulogne to Paris	18 decimes (equivalent to 1.8 francs)

Personal Mention

Derek Sutcliffe has written that they have sold their house in Huddersfield and are off for a holiday in Spain. While he has promised to be in touch with a new address when they return, until then all mail should be sent c/o Tony Shepherd. Derek has a fascinating accumulation of Jamaica postal stationery which your editor was privileged to examine several years ago while living in London.

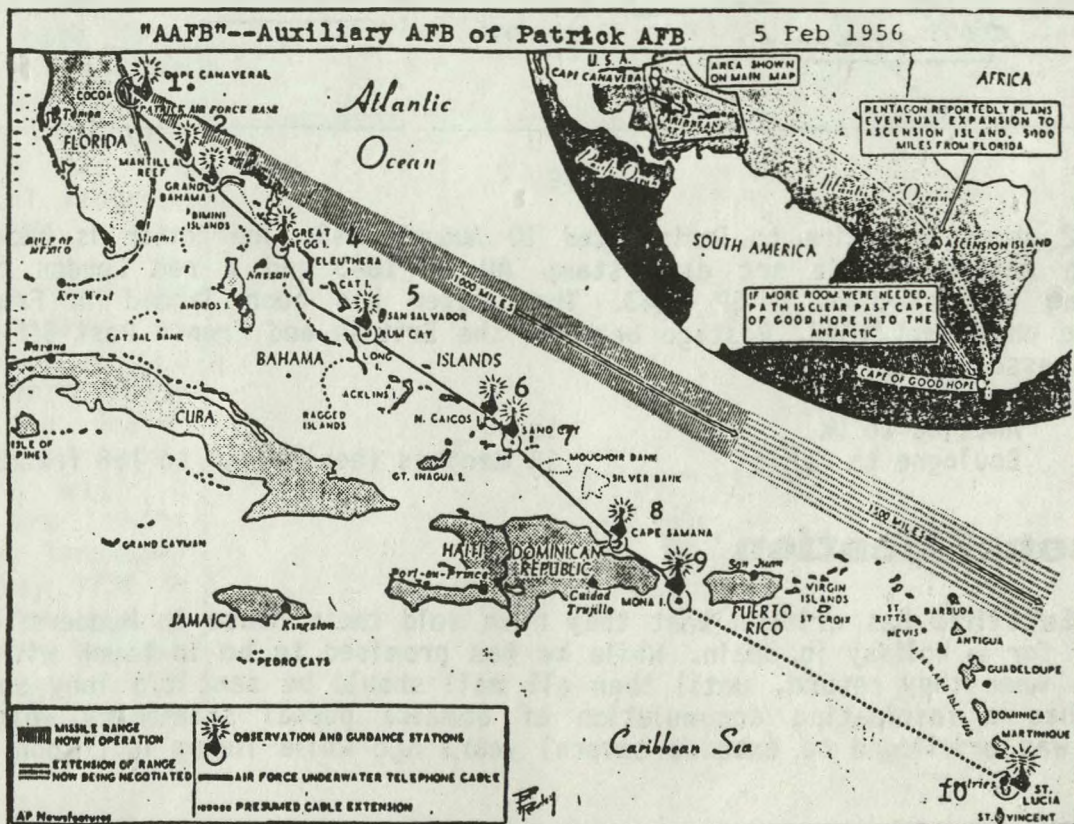
BAHAMAS TRACKING STATIONS

By Gale J. Raymond

As the U. S. Space Program developed dramatically, with increasingly sophisticated technology, the Tracking Station system has expanded to circle the globe. Major state-of-the-art tracking facilities startle the brain with futuristic dome and dish-forms looming above the Australian desert, a volcanic ridge in Hawaii, a high mountain vale on Mahe, Seychelles Islands, Indian Ocean. Onetime highly valuable small stations have come and gone, some moved onto ships for flexibility, or have been built into mobile vans to be flown to remote spots by transport plane.

The GMRD (Guided Missiles Range Div.) was placed operational in February 1951 downrange through the Bahamas to Grand Turk with stations to track missile experiments. The first and nearest station was only 161 miles to the south-east from Cape Canaveral, located at Gold Rock Creek, Grand Bahama Island. The very instant a missile was launched, the antennas at GBI locked on and were tracking, flashing reports back to the launchsite. These were and are critical micro-seconds which may mean the "bird" is GO or NO-GO. This station and others were built by employees of Pan American World Airways (PanAm) and Radio Corporation of America (RCA). Included was an underwater cable telephone system downrange.

Initial stations constructed and operational were closest to Cape Canaveral, Florida. GBI (Grand Bahama Island) was the primary and largest facility, with a number of small satellite stations clustered about and further downrange. With the ever-increasing range of the missiles, new tracking stations were added on and built at Mayaguez (Puerto Rico), Antigua, St. Lucia, then at Fernando Noronha I. (Brazil) and Ascension I. Now we have tracking stations worldwide, of all shapes, sizes and capabilities. This study is Stage One of a research-report handbook on Postal Facilities and Services of the Tracking Facilities around the world, within security guidelines, not only U. S. Air Force, but U. S. Navy, etc., and other governments.



For the sake of brevity we must omit the saga of the U. S. Space Program of which we are most proud. Construction, operation, maintenance and services of the stations per se were a PanAm responsibility. At first each station was designated as a U. S. Air Force Facility, with a USAF commander and detachment for administration. In the early 1950's each station had a USAF mailclerk, or at least a clerk responsible for the mail. While all the mail was then, as now, postmarked at Patrick Air Force Base, FL, the range-station clerks were issued small double-circle "general-purpose" rubber datestamps. Such datestamps were inscribed "COCOA, FLA. Patrick Air Force Base Br., UNIT 1," for example. According to the postmaster at Cocoa, FL, these units, all discontinued since about 1955, were located as follows:

Unit 1 - Grand Bahama Island
 Unit 2 - Eleuthera Island
 Unit 3 - San Salvador Island

Unit 4 - Mayaguana Island
 Unit 5 - Grand Turk Island

These were never used as cancels on stamps but served as a dater of record for postal functions. My sole example was a 1954 backstamp on a cover from a serviceman at the Eleuthera facility, (Fig. 1) of Unit 2.

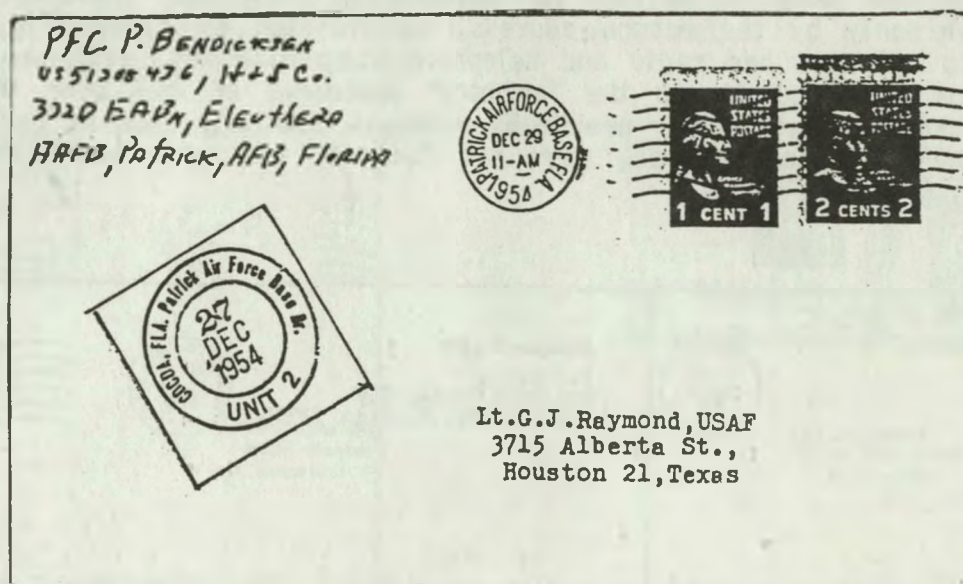


Fig. 1

Most range station personnel are civilians of PanAm or RCA which operate the stations on contract. The Base Manager typically designated his Administrative Clerk to receive and dispatch mail. His only supply of stamps (U.S.) was for official mail only. Other station employees were able to buy U.S. stamps at the PX (Post Exchange), and mail went promptly by almost every day supply plane. On most mail, but not always, a handstamp was placed to designate the origin, to avoid conflict with the local Government. Typical were markings such as "RECEIVED FOR MAILING AT GRAND BAHAMA AAFB" (Fig. 2) with dateline below. AAFB is the abbreviation for Auxiliary Air Force Base, in that the airstrip, if any, was suitable for light aircraft only. Most air traffic in and out of GBI was and is by helicopter from PAFB.

Very early in the GMRD, a number of small instrumentation facilities existed toward, around and beyond Bold Rock Creek, GBI. These existed, most briefly, at WALKERS CAY, GREAT SALT CAY, ALLANS CAY (Abaco), CARTER CAY, WEST END (GBI), GREAT STIRRUP CAY, and GREAT EGG I. (Eleu.), among others.

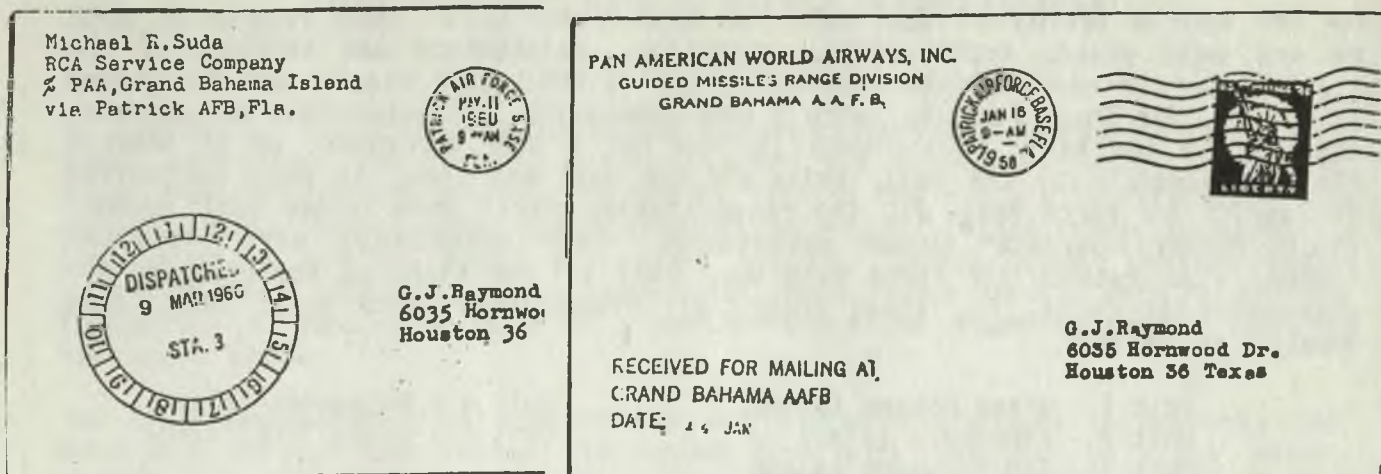


Fig. 2

These outposts sent their infrequent mail into the nearest Primary Tracking Station, which sent them on to PAFB for postmarking. Mail from these sub-Stations is identifiable only by the return address, handwritten or typed (Fig. 3). As most of these outposts had radio and telephone communication, mail was minimal, and was seldom preserved due to the "ordinary" postmarks of PAFB over the stamp. These small stations, with their prominent antennas commonly used as navigational checkpoints by boats in the area, were not "secret" but were not open to the public.

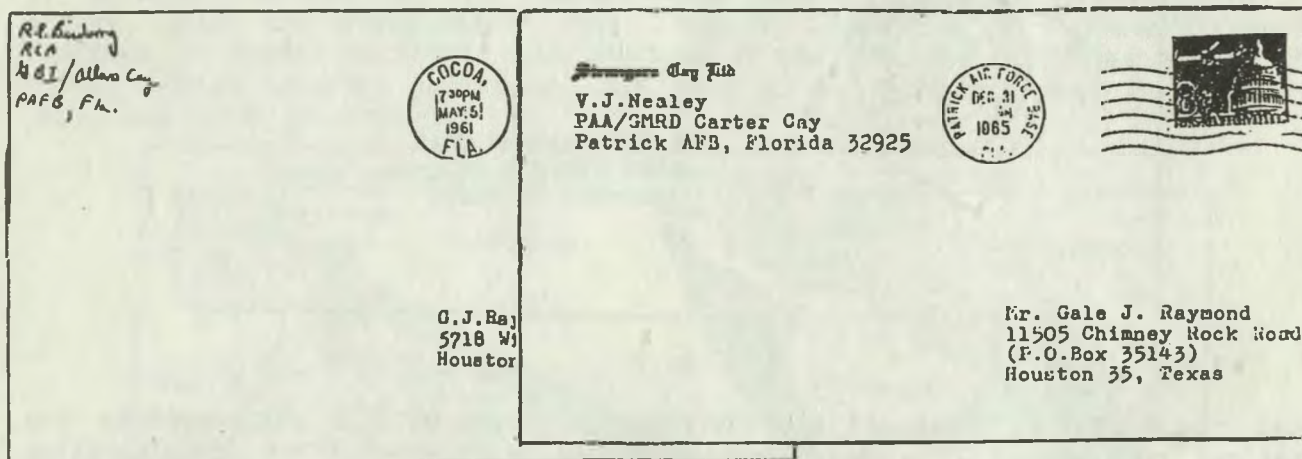


Fig. 3

The Eleuthera Island Tracking Station is still in use. Mail is sometimes seen postmarked at the nearby U. S. Navy Experimental Facility, Navy 141, near Hatchet Bay, which also gets its mail via PAFB. Another mail-marking (Fig. 2) shows a "DISPATCHED" rubberstamp of STA. 3, 9 MAR 1960 (GBI). During its relatively short existence the Mayaguana Island Tracking Station used a rubberstamp "Received for Mailing at MAYAGUANA AAFB," plus dateline (Fig. 4). This station was placed on standby by 1959.

At this point it should be explained that Bahamian or other non-US citizens working on the stations were not officially granted the right of pouch mail back to PAFB. However, some Bahamian employees on-station would put U. S. stamps from

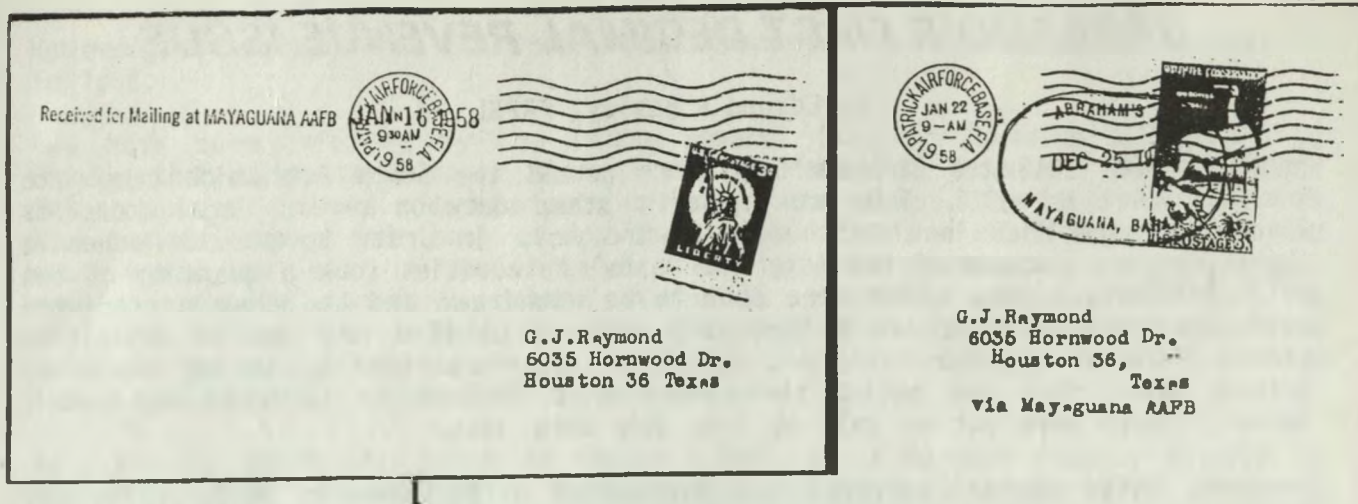


Fig. 4

the PX on mail to the USA or add a U.S. stamp, slipping the letter in with others to get the usual one-day delivery to USA. Most Bahama out-island boat-mails, coming or going through Nassau, are subject to wind, weather and a multitude of delays beyond the control of the GPO. Two to six weeks is normal. Mail has survived showing Bahamas cancels on U. S. stamps and U. S. cancels on Bahamas stamps and sometimes both (Fig. 5).

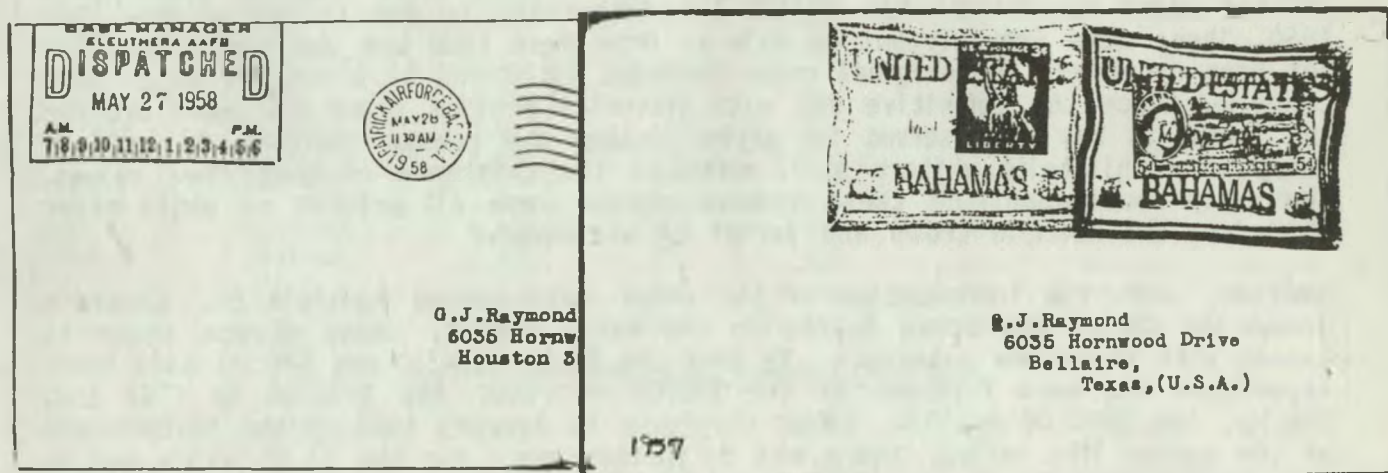


Fig. 5

UNITED STATES was a small village post office on SAN SALVADOR near the Tracking Station and mail to USA sometimes gained an (additional) U. S. stamp to speed up the mail, at no loss by Bahamas GPO. A U. S. Coast Guard Loran Station, Navy 106, apparently allowed no Bahamas mail, however (USN 17035 Br.). With few Bahamas Tracking Stations now, mail goes through Box 4187, Patrick AFB, FL 32925. Philatelic mail is discouraged and often disappears.

The story of Grand Turk and many Tracking Stations downrange, most now closed or on standby, must be continued later. I'm indebted to many Tracking Station friends for covers and information and to Russ Reed (PAA), Jerry Bennett (USAF), Ben Ramkissoon, Joe Frasketi, PAFB Historical Ofcr., USCG and USN with much appreciation to all. If there are other collectors of Tracking Station covers out there, please write with photocopies, if possible. (Ed: GALE's address is P. O. Box 35695, Houston, TX 77235.)

BARBADO'S FIRST DECIMAL REVENUE ISSUE

by Edmund A Bayley, FRPSL

On March 16th 1916 the Barbados Legislature passed the Stamp Act which came into force on April 1st 1916. This Act imposed a stamp duty on certain legal documents which were specified in the Schedule to the Act. In order to provide adhesive stamps for the purpose of the Act, the Postal Authorities took a quantity of the 1912 definitive stamps which were soon to be withdrawn and had them overprinted with the word "Revenue" as a temporary measure until a new set of definitive stamps could be obtained. This new definitive issue was made by taking the Great Britain stock dies and having them overprinted "BARBADOS" in black sans-serif letters. These were put on sale as from July 14th 1916.

However, since decimal currency was introduced in Barbados in 1949, it became necessary for the Postal Authorities to think in terms of changing from sterling to the new currency. At a meeting held on November 24th 1949, between the Colonial Secretary and the Colonial Postmaster, it was decided to make the change, and the opportunity was also taken to change the design of the whole set to a single design similar to the existing TEN POUNDS stamp rather than printing "BARBADOS" across the face as before. Therefore, it was decided to remove the two branches and star at the bottom of the stamp so as to accommodate the name.

The first order for these new stamps was made early in 1950, and the stamps were printed under Requisition No. 3910/2 and despatched to the colony on May 29th 1950. These were probably put on sale as from June 1950 but the exact date has not been recorded. The original order included \$1.20 and \$2.40 stamps which were cancelled since the definitive set with pictorial designs which had been ordered and issued in May 1950 served for paying postage and revenue charges. In spite of this, some philatelic writers still refer to the existence of these two values. The early consignments of these Revenue stamps were all printed on white paper which bore the Multiple Crown and Script CA watermark.

However, with the introduction of the paper watermarked Multiple St. Edward's Crown and CA by the Crown Agents in the early 1960's, these stamps began to appear with their new watermark. In 1964 the \$4.80, \$24.00 and \$48.00 made their appearance and were followed by the \$96.00 in 1966, the \$480.00 in 1968 and, finally, the \$240.00 in 1970. After the issue in January 1969 of the \$5.00 stamp of the marine life series, there was no further need for the \$4.80 value and no more orders were placed for this stamp.

In response to Indent 30/1972 dated July 6th 1972 from the Postmaster General for a reprint of all values from \$24.00 up, the Crown Agents by letter dated July 26th stated:



"In the past these were printed on White Thick Postage Paper with the Crown Agents watermark, but we regret that we no longer hold stocks of this particular paper.

We do, however, maintain stocks of White Thick Postage Paper but with bright red and blue silk fibers in lieu of the Crown Agents watermark and since the current Indent needs only 100 sheets of paper, we shall issue this paper accordingly."

The stamps printed on this new unwatermarked paper made their appearance in 1973 onwards as soon as the existing stock was exhausted.

However, in the meantime the Crown Agents reported to the Postmaster General as follows:

"We have been informed by the Inland Revenue Stamping Division in the United Kingdom that owing to a sharp decrease in the demand for embossed revenue stamps it has now been found uneconomic to produce these stamps. The reason for this is that between orders for these stamps the employees of the Inland Revenue are idle since fewer and fewer of these stamps are being used nowadays. In addition, the machine used for producing these stamps is extremely old and will not be replaced. Thus the Inland Revenue Stamping Division feel that they cannot continue to produce these stamps. However, they have consented to allow us a little time to make alternative arrangements."

As a result, steps were taken to obtain a new set of Revenue stamps, printed by the lithographic process, which were issued sometime in September 1974. However, stocks of the old stamps were on sale until they were exhausted.

Details of the quantities printed and sent out to Barbados are shown in the table below:

Watermarked Multiple Crown & Script CA.

Reqn No.	Inv. date	\$4.80	\$24.00	\$48.00	\$96.00	\$240.00	\$480.00
3910/2	7/50	2,400	600	300	120	60	60
4196/3	23/10/51	4,500		150			
4392/1		4,800	720	360	120	120	120
4569/1				360	120		
4998/2	29/6/55	6,000	540				
5198/1	15/5/56	6,000	720	240	180	180	180
5579/3	11/10/57	6,000	720	720	180	180	180
6059/1	9/9/59	6,000	720	420	180	120	120
6347/1	3/10/60	6,000	960	600	600		
6573/1	7/61	6,000	960	600	600	360	360
6910/1	19/12/62	6,600	960	720	600	300	360
7034/2	15/7/63	8,400	900	600			
	Sales	<u>62,700</u>	<u>7,800</u>	<u>5,070</u>	<u>2,700</u>	<u>1,320</u>	<u>1,380</u>

Watermarked Multiple St. Edward's Crown & CA.

Reqn No.	Inv. date	\$4.80	\$24.00	\$48.00	\$96.00	\$240.00	\$480.00
4/42326/1	15/7/64	8,400	300	360			
5/10382/3	7/5/65	8,400	300	300			
5/19954/2	15/7/65	3,300	1,200	120			
6/12706/2	18/5/66	9,600	1,500	1,200	480		
7/21332/1	22/5/67	9,600	1,800	600	600		
8/13314/1	7/68	9,600	2,400	960	600		600
9/10903/1	7/69		3,000	1,800			
9/32376/1	7/70				960		600
0/02871/1	2/2/70		1,800	1,800		300	
0/45171/1	30/11/70		2,820	1,920	960		480
1/27223/1	9/71		3,600	2,220	960	300	480
	Sales	<u>48,900</u>	<u>18,720</u>	<u>11,280</u>	<u>4,560</u>	<u>600</u>	<u>2,160</u>

Unwatermarked.

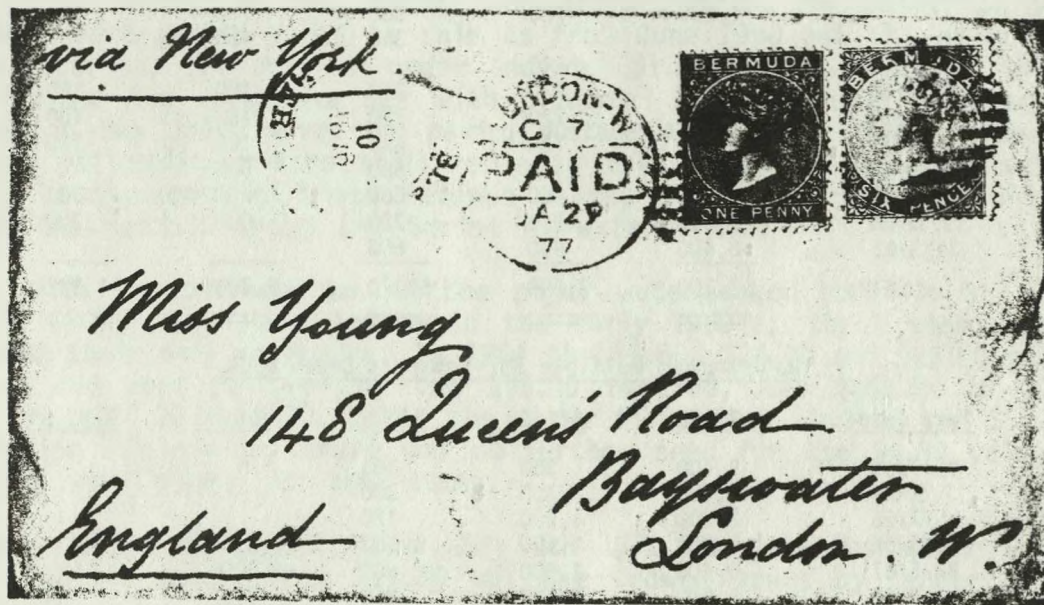
Reqn No.	Inv. date	\$24.00	\$48.00	\$96.00	\$240.00	\$480.00
2/25208/1	30/11/72	960	960	960	60	600
3/12492/1	10/7/73	1,800	1,740	1,200		1,080
	Sales	<u>2,760</u>	<u>2,700</u>	<u>2,160</u>	<u>60</u>	<u>1,680</u>

Another "Office Datestamp" From Bermuda

M. H. Ludington

Two types of ink-ribbon datestamps for office use and for cancelling the stamps on parcel post receipts, which paid for the insurance, have been known for many years. A few examples have been found cancelling stamps on ordinary mail, against regulations, and as arrival datestamps on mail addressed to the Hamilton post office. Examples are illustrated on pp. 118 and 119 and described on p. 421 of my Bermuda book¹. They came from Hamilton and St. Georges and date from the late 1890's and early 1900's, and have been seen in violet or red.

A much earlier type has been found, in black, on a letter from Ireland Island to London, dated JAN 10, 1876, (error for 1877), sent via New York per S. S. CANIMA, which sailed on the 11th. The impression is only partial, with only "SLA" and "BER" and traces of "MUD" visible, though "JA(N) 10 1876" in the center is reasonably clear. The stamps are cancelled by the type K1 bar cancellation, and though the P. O. number is not visible on the 6d. mauve, it can be identified as "3", inverted on the 1d., (more difficult to see on the reproduction than on the original). The letter arrived in London on JA 29 77.



In the areas where the office datestamp is properly impressed, the weave of the cloth ribbon is clearly visible on the original cover. As with the later types, the datestamp is a double-ringed circle, with the date in the center in the American style, month in three letters, day and year. However, unlike the later types, the lettering of the names is in serified capitals.

I have found, so far, no explanation or reason why the Ireland Island P. O. had an office datestamp some twenty years earlier than the larger post offices at Hamilton and St. Georges. It is possible, of course, that the latter also had earlier office datestamps, but that no examples have yet come to light.

1. Ludington, M. H., "The Postal History & Stamps of Bermuda", Quarterman Publications, 1978.

BERMUDA SLOGAN CACHETS FOLLOW-UP NO. 3

By John Pare

The article in the December 1985 BCPJ by Horst Augustinovic on the 1961 Bermuda Meeting cachet set the record straight on the location of the Kennedy-MacMillan conference and the fact that the Royal Gazette announced the plans to use the commemorative cachet. In the September 1985 BCPJ Dr. Skavaril relied on information erroneously presented by Eddie Adelson in the July 31, 1972 *Linn's Stamps News*. Dr. Skavaril did not, however, err on the dates of the meeting as Adelson had done 13 years ago. The appearance of these articles in the last two issues of the BCPJ caused me to examine the covers that I have collected over the years commemorating the 1953, 1957 and 1961 Big Power talks held in Bermuda.

THE 1953 BERMUDA CONFERENCE

In 1953 the post office applied a red cachet on December 4th-7th, the actual days of the conference. My cover (Fig. 1) was machine cancelled on 7 December 1953 at Hamilton and has the official cachet described by Mr. Augustinovic as well as a commercial cachet which reads, "Three Powers/Bermuda Conference/December 1953" in blue with a red flag and crest design representing the three powers. The cover is franked with the 2-1/2d. definitive (Scott 147).

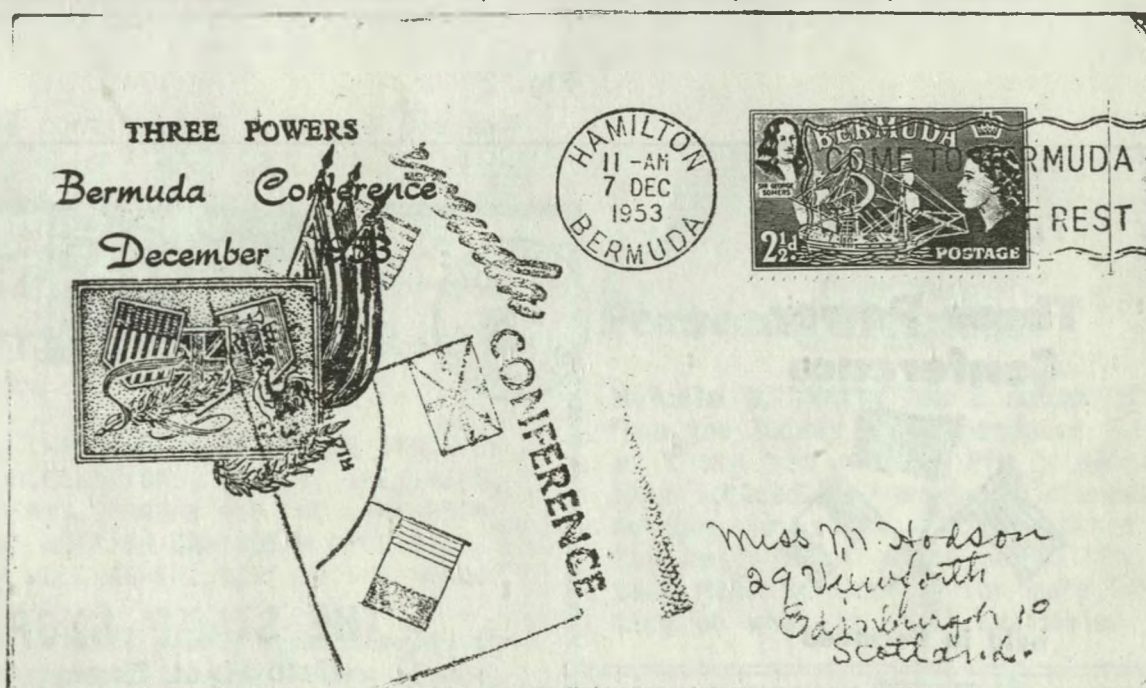


Fig. 1

The "Three Power Talks/December 1953" overprinted stamps (Scott 164-5) were not issued until December 8th, the day after the talks ended.

Local mail on December 8th carried the new stamps with no post office "first day of issue" marking. I have three covers, hand cancelled on 8 Dec 1953 at Hamilton (Fig. 2) and one cover machine cancelled on the same day at Hamilton (Fig. 3). The latter cover carries a commercial cachet which reads "First Day Cover/Three Power/Conference/held in Bermuda/December/1953" in blue with 3 crossed flags in the same color.

An overseas mail cover with an 8 December 1953 hand cancel carries a commercial cachet which reads "8th December/Tri-Partite/Bermuda/Conference" in black with a multi-colored design showing a woman whose skirt is fashioned from the flags of

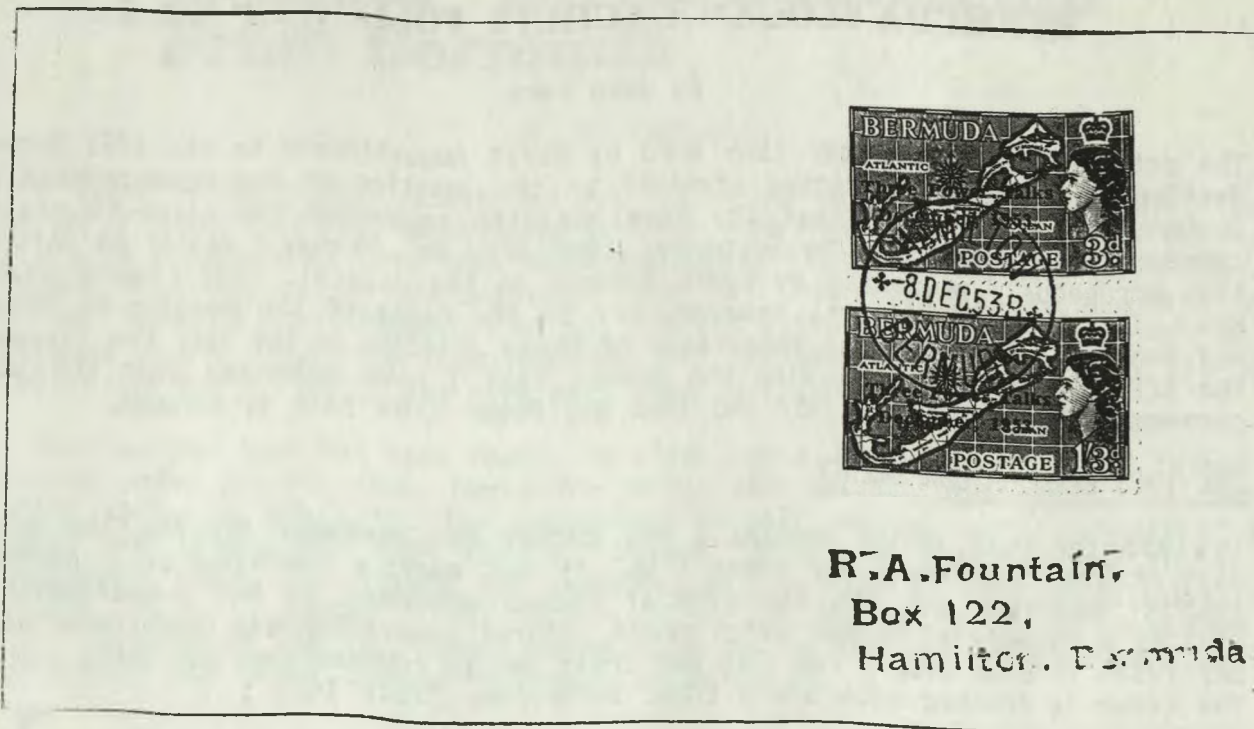


Fig. 2

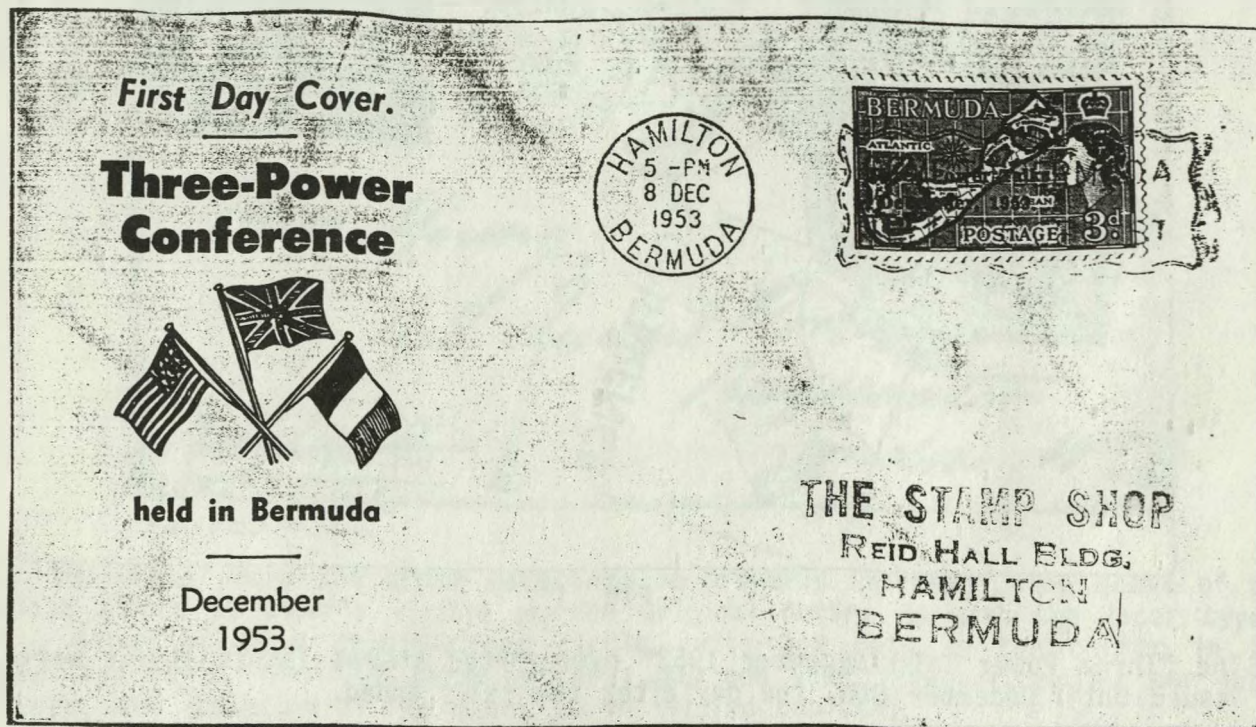


Fig. 3

the three countries (Fig. 4). The cover also carries a hand applied, 66mm x 7mm purple cachet which reads "First Day of Issue" set off by a pair of fleur-de-lis. This cachet is the only first day of issue documentation that might have been applied by the post office. Like the post office cachet used to commemorate the talks themselves, this cachet seems to have been applied to overseas mail only.



Fig. 4

(To be continued in a future journal)

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Personal Mention

Malcolm D. Watts has a number of items from the Tudway correspondence for sale as those who receive his catalogs will have noticed. Any members interested in Antigua or early correspondence from the West Indies might do well to contact Malcolm directly for more information on what is still available.

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ROYAL MAIL LINE TO BRITISH GUIANA

by Mike Rego

The Royal Mail Line made its first contact with British Guiana when the Thames (I) left Falmouth for Barbados on 3rd January 1842 with the mails for the West Indies. The mails were transferred from Bridgetown, Barbados for Georgetown, Demerara by the schooner Lee which had been at her station awaiting the transatlantic steamer. The inter-island route to Demerara in January was Bridgetown - Tobago - Demerara - Berbice - Paramaribo - Berbice - Demerara - Tobago - and back to base at Bridgetown. This continued until October 1842 when St. Thomas became the transatlantic terminal, and British Guiana then received Royal Mail vessels by St. Thomas - Tortola - St. Kitts - Nevis - Montserrat - Antigua - Guadeloupe - Dominica - Martinique - St. Lucia - Bridgetown - Demerara then return by the same route to St. Thomas to meet the incoming transatlantic steamer.

During August 1850 the Southbound steamer would leave fortnightly from St. Thomas - St. Kitts - Nevis - Montserrat - Antigua - Dominica - Martinique - St. Lucia - Bridgetown - Demerara with the return Northbound route in reverse.

The first British Guiana named ship of the Royal Mail Line was Demerara (I). In 1852 while en route from the ship builders on the River Avon, UK the Demerara (I) was badly grounded and did not enter the Royal Mail service. It was some twenty years before a British Guiana name appeared on another Royal Mail ship. This was the Essequibo (I), built in 1871 and acquired by the RMSPCo in 1873. She was to serve the Caribbean trade, fitted out for deck passengers and cargo, until withdrawn from service in 1900.

During the 1860's and 1870's British Guiana received its mails from the UK much as before while in 1887 the fortnightly service was a simple Bridgetown - Demerara - Bridgetown sailing. It was the Eden (I) and Esk (II) which were the mail steamers at this time and they became famous for their regular and smart service. This continued until 1907 when the inter-island route was extended to encompass Bridgetown - St. Vincent - Grenada - Demerara and return, which continued until 1914 when regular calls ceased because of World War I.



R. M. S. "Berbice", in port,
Georgetown, British Guiana.

Prior to the first World War, Potaro (I) was launched in 1904 as a 4378 gross ton cargo ship. She mainly served in the South American meat trade. On 10th January 1915 she was captured by the German raider, Kronprinz Wilhelm, used for a short time as a scouting ship and then scuttled by her captors on 6th March 1915.

Berbice (I) entered service in 1909 as a West Indies inter-island and cruising ship, having 2379 gross tons and passenger accommodation for 100 1st class and 50 2nd class passengers. She became a frequent caller at Georgetown, Demerara until 1914 when she was converted to a Naval Hospital Ship and renamed HMHS Berbice. Royal Mail sold her in 1920 to Mitchell Cotts, London who renamed her Suntemple until she was broken up in 1924.

Royal Mail Lines launched five "D" class ships into service from 1911. Demerara (II), with 11,475 gross tons and passenger accommodations of 98 1st class, 38 intermediate and 800 3rd class steerage, was to see infrequent Caribbean waters and entered service on 8th August 1912 out of Liverpool for Royal Mail's River Plate route. On 1st July 1917 she was torpedoed off La Rochelle but reached port and was repaired. Finally she was broken up in 1933.

A mail contract was signed between Royal Mail Lines and the Canadian government for a five year service which was to run from Halifax - St. John - Bermuda - St. Kitts - Antigua - Montserrat - Dominica - St. Lucia - Grenada - Barbados - Trinidad and Demerara with a return route to the same ports terminating at Halifax, Nova Scotia. The ships on this route were Chignecto 1913-27, Chaleur 1913-27, Cobequid 1913-14, and Caraquet 1914-23. The Cobequid was wrecked on the inward voyage and was replaced by an Elder Dempster vessel Mandingo transferring to the Royal Mail Line as Chaudiere in 1914. The other casualty was Caraquet which was wrecked near Hamilton, Bermuda on 25th June 1923 and was replaced by Teviot (II) from 1923-27. This service was operated by Royal Mail until 1927 when the Canadian National (West Indies) Steamships obtained the mail contract.

A large liner, Essequibo (II), was to bear a British Guiana river name in 1914. She could accommodate 250/0/250 passengers and served Royal Mail Lines until sold by them in 1922. Again much of her service was with the South American ports and rarely did she appear in Caribbean waters.

The cargo ships, Potaro (II) of 1940 and Berbice (II) of 1943 bore British Guiana river names. They were in service around the Caribbean until 1965 and 1958, respectively, when Royal Mail Lines sold them for further use.

The final British Guiana named ship, Essequibo (III), was built in 1952 for Royal Mail Lines. She was of 7791 gross tons and limited passenger accommodation for 12 persons. Her maiden voyage was Bahamas - Jamaica - Colon where she disposed of her cargo and returned home to Southampton. She was eventually sold in 1958.

In the 1960's British Guiana and many other Caribbean countries were no longer main ports of call, so much so, that the Royal Mail Lines no longer called at Georgetown, Demerara or New Amsterdam, Berbice. Business was being lost to air cargo transports and it was not long before Royal Mail Lines was acquired by Furness, Withy Co.

Personal Mention

Ralph Group was kind enough to send a notice of the death of former BCPSG member Sir Henry Tucker at the age of 82 which appeared in the New York Times for January 11, 1986. Most members will remember the fabulous collection of Bermuda formed by Sir Henry. He had the pleasure of seeing the realizations from his collection when sold at auction.

THE CROWNED CIRCLE PAID AT BELIZE MARK

by Ed Addiss

According to the G.P.O. proof book, this handstamp was sent out to Belize on November 13, 1841, along with the Belize double arc handstamp.



The circles are about 26 and 28 mm in diameter with serified letters. The mark is recorded struck only in red.

The first recorded use of this handstamp is February 12, 1849. There is no satisfactory answer as to why there is a gap of over seven years between its dispatch from London and the earliest recorded use. The Belize double arc handstamp in red was used from 1842 to 1845 but there is evidence to show that the use in red did not denote prepayment of postage.

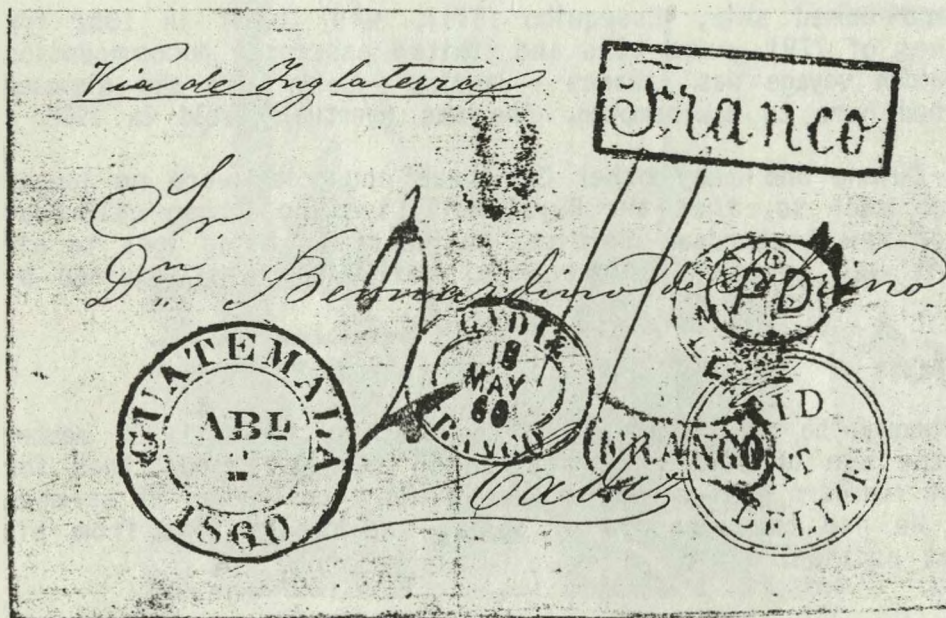
The crowned circle mark is recorded from February 1849 to May 1856 with a late use, in an unusual case, in 1860. From 1858 to 1860 prepayment of postage by the use of British stamps was mandatory in the colony.

Two prominent British auction houses have stated that only three examples of the Belize crowned circle mark are believed to exist. As can be seen from the table at the end of this article, at least eleven examples are known.

The packet rate between Belize and the U.K. was one shilling from 1840 until 1854 when it was reduced to six pence. The first recorded use of the Crowned Circle Paid at Belize mark was on a cover rated four shillings. An enclosure accounted for the quadruple rate.

The rates on the two covers to Jamaica are more difficult to explain. These covers are rated at 1/4 and 1/2 respectively. The Intercolonial rate was four pence. One explanation is that these were single weight letters with a registration fee of one shilling in 1855 reduced to ten pence in 1856. Other explanations are possible. Perhaps one of our members can explain these rates.

The rate on the 17 November 1854 item to London is, quite simply, a mystery. I have not seen this and would appreciate further information.



The last recorded use is on a quite interesting cover which originated in Guatemala. Here it was struck with the Guatemala c.d.s. and the large boxed 'FRANCO' in the upper right corner, both in red. On the reverse is a large '3' in black, indicating the rate from Guatemala to Belize. Also on the reverse is a Belize small double arc in black dated AP 13 1860. On the front

is the Belize crowned circle in red, a London paid transit c.d.s. dated MY 12 60, a red PD in oval indicating paid to destination, another 'FRANCO' boxed mark in bluish green which partially overstrikes the Belize crowned circle and finally the Cadiz datestamp of 18 May 1860 in black which also has the word 'FRANCO' at the bottom. All in all, nine different marks on one cover.

British stamps were withdrawn from the colony on March 31, 1860. The crowned circle mark was reinstated in the colony for a short period to indicate prepayment until it was replaced by the Belize/Paid c.d.s which was sent out from London on April 30, 1860. (For a discussion of the use of this mark, see the article by Ian Mathison in the February 1983 issue of BCPJ.)

The writer would like to hear from others who may have additional information to share. My address is c/o Sunbelt Cable Corp., 7378 Lake Worth Road, Lake Worth, FL 33467.

RECORDED USE OF THE BELIZE CROWNED CIRCLE HANDSTAMP

BELIZE DATE	DESTINATION AND OTHER INFORMATION	RATE	RECORDED
12FE49	London - "Sir John Philippart/ H. Hurst Esq./27 King William St./Strand" containing enclosure re - Revolution in Yucatan - London arrival datestamp "PAID/OR/31MR31/1849"	4/-	Maresch (Hart sale) Feb. 27, 1978 - Lot 233 - \$1,700 (Canadian) Also Robson Lowe sale May 9, 1984 - Lot 22 - 900
- - 50	London - "The Revd Elijah Hoole/ Weslyan Mission House/Bishopgate Street" - London datestamp "PAID/18SP18/1850"	1/-	Robson Lowe sale May 9, 1984 - Lot 24
19AU51	London - "Reverand (?) Hoole (?) Weslyan Mission House/Bishop Gate" London datestamp "PAID/24SP24/1851"	1/-	U. S. dealer - 1982 \$2,500
16JA54	Leicester - "Mrs. Jones/Infirmary Square" - London transit "15FE15/1854" Leicester receiver "FE15/1854"	1/-	British dealer - 1974 \$400 badly smudged
16JA54	Greenock - "Mrs. James Davies/ Care of John Menzies/Silver Smith" - London transit (red) "Paid/15FE15/1854"	1/-	Harmers (London) Nov. 8, 1978 - Lot 6 1,000
17N054	London - London arrival datestamp 16 Dec 54 (Apparently sent to Rev. Elijah Hoole)	5/6 rerated 5/7	Marech (Hart sale) Feb. 15, 1978 - Lot 234 - \$2,900 (Canadian)
17AP55	Kingston, Jamaica "Henry Hutchings, Esq./Official Assignee" - "Per Eagle" Kingston arrival datestamp AP23 55 marked "Prepaid"	1/4	Harmers (New York) April 15, 1982 - Lot 673 - \$1,250

- - 55	Falkirk, Scotland - "John Jarvey Brown/of Quarters/ Sterlingshire (xd out) Denny (xd out) Falkirk - London transit "Paid/16JU16/1855" also "CR" (Caledonian Railway)	6d.	Robson Lowe (Bermuda sale) Nov. 28, 1975 - Lot 362 - \$3,000 Also Robson Lowe May 9, 1984 - Lot 25
17MY56	Kingston, Jamaica - marked "Prepaid Registered" - "Henry Hutchings, Esq./Official Assignee"	1/2	Harmers (London) May 1, 1984 - Lot 430 - 900
- - 56	London	?	Robson Lowe (Bermuda sale) Dec. 2, 1976 Lot 255 - \$2,500
13AP60	Cadiz (Spain) "Sr. Don Bernardino de Sabrino" see text for markings	1/-	U. S. Dealer - 1982 - \$2,500

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BRITISH HONDORAS - THE NORTHERN MAIL SERVICE

by Eric King, O. B. E.

The development of the Northern Mail Service from its inception in 1864, up to the time when road transport superseded water transport for internal mail distribution, spans some eighty years. This Northern Mail Service preceded any other internal mail service by more than twenty years. The reasons for this earlier start are several. The Northern District comprised present day Orange Walk and Corosal Districts, an area "whose mahogany resources are equalled in quality throughout Central America only by those of Guatemala and Yucatan."¹ Sugar cane fields had been developed at San Andres, Santa Cruz, Trial Farm and Indian Church and expensive machinery for sugar mills installed.² Neighboring Mexico was in spasmodic and bloody turmoil,³ the Northern District providing a haven for refugees fleeing from this turmoil.³ It was also a base for gun runners and others exploiting the commercial opportunities afforded by the warring factions,⁴ whilst Indians based on Icaiche "were encouraged to assert themselves in the northern districts of Belize, cutting off the flow of English supplies to the Cruzob."⁵ So serious was the situation regarded by the Colonial Government that martial law was declared throughout the colony in December 1866,⁶ providing inter-alia for all able-bodied males of 18 years and older to be called upon for military service. Hence there were persistent endeavors by the Colonial Government to establish a regular line of communication between Belize and the Northern District.

In May 1864 several notices appeared in the Honduras Gazette, announcing the start of a weekly mail boat service to Corosal, on each and every Friday, commencing from the 3rd June 1864, and leaving Corosal on every Tuesday for the return journey. Postage was charged at two pence single rate, increasing according to the usual scale. Provision was also made for mails to be carried by other vessels in the intermediate days, the owners of such vessels to receive one penny for each letter upon delivery of the bags at the respective post offices. The notice further stated that "any person carrying any letters that have not passed through the Post Office will be liable for a penalty for doing so."⁷

Another notice appointed Mr. H. D. Hall Deputy Postmaster at Corosal,⁸ this being the first town to have both a post office and postmaster outside of Belize City. Yet another notice announced that mails for the first mail boat to Corosal would close on Friday 3rd June at three o'clock P. M.⁹

Two later notices stated that the arrival of the Corosal Mail Boat would be signalled by a white pennant being hoisted on the Court House flag staff¹⁰ and that prepayment of postage on letters to and from Corosal was compulsory.¹¹

No details of the actual operation of this service are to hand. The mail boat was probably the SS Honduras with a Captain Gabourel in command. However, that may be, it is almost certain that a regular weekly mail boat service proved either too difficult or too costly to maintain, for barely one year later on 3rd June 1865, it was announced that the service would be discontinued.¹²

That the need for such a service remained is evident by a further announcement that an overland carrier service for the North and West would start after the 1st August 1865.¹³

1. Grant, C. H., *The Making of Modern Belize*, Cambridge University Press, pp 37-38

2. Ibid, p 34

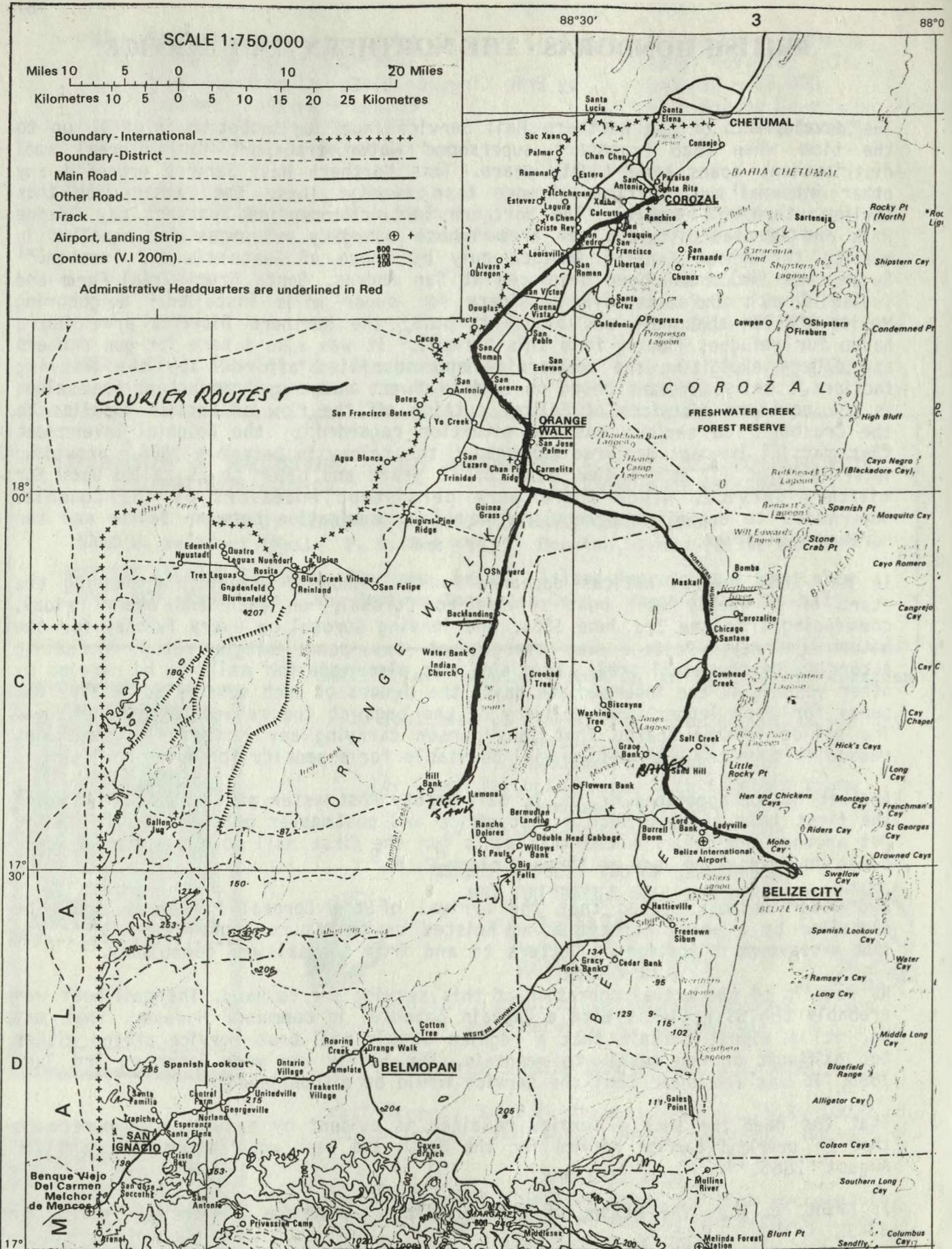


Fig. 1
 Courier Routes 1865

3. Reed, Nelson, *The Caste War of Yucatan*, Stamford University Press, 1964, pp 115, 118, 170, 181
4. *Ibid*, pp 55, 65, 85, 112-13, 116, . 119, 124, 130-31, 160, 163
5. *Ibid*, p 189, (An Imperial proclamation had included Belize within the Mexican Empire), Ladino agents were sent to operate along the Hondo to further this end.
6. *Honduras Gazette*, Vol. 24, Belize, Honduras, Saturday, Decmeber 22, 1866, (No. 15) pp1206/7, a proclamation....All male British-born or naturalized subjects of Her Majesty The Queen who are of age eighteen years and not more than fifty years, resident in and liable to serve in such district, shall be bound to register themselves within fourteen days from the publication at such time and place....seven registration districts were listed, viz., 1. Belize, 2. Upper Belize, 3. Corosal, 4. Orange Walk, 5. North Stann Creek, 6. Allpines, 7. Punta Gorda.
7. *Honduras Gazette*, Vol. 19, Belize, Honduras, Saturday, May 28, 1866, (No. 10) pp 570 Notice of 23rd May 1864 signed by George Berkeley, Colonial Secretary
8. *Ibid*, p 570, dated 23rd May 1864, signed by George Berkeley, Colonial Secretary
9. *Ibid*, p 571, dated 25th May 1864, signed by W. Jason McKinney, Postmaster
10. *Honduras Gazette*, Vol. 19, Belize, Honduras, Saturday, 11 June, 1864 (No. 12) pp 578 Notice dated 9th June signed by George Berkeley, Colonial Secretary
11. *Ibid*, p 579, Notice dated 9th June, signed by W. Jason McKinney, Postmaster
12. *Honduras Gazette*, Vol. 21, Belize, Honduras, Saturday, June 10, 1865 (No. 12) p 813 Notice dated 3rd June 1865 signed by W. Jason M'Kinney, N. B., Name printed variously as McKinney or M'Kinney.
13. *Honduras Gazette*, Vol. 21, Belize, Honduras, Saturday, August 15, 1865, (No. 20)

(to be continued in a future journal)

Personal Mention

Frederick Burnham wrote a note on his dues notice which reads "My continued compliments to the members and editors who continue to inform and educate so well in the *Journal*. Despite my own 70 years of collecting (even my APS number is 60 years old) I regret I have contributed nothing to date! Of course I spend too much time accumulating and distributing thousands of stamps each month in my second decade of conducting local and nearby school and library stamp clubs - a lot of selfish fun!" (Our members could all help Fred continue his selfish fun by providing him with stamps and have some selfish fun of their own.)

Everett L. Parker has found time to take on a new job. In addition to writing regularly for "Stamp Collector" and "The Canadian Stamp News" and editing "Pitcairn Log" he took over as editor of "The Philatelic Journalist" at the first of this year. This is a quarterly journal for philatelic writers and publicists. Anyone interested in knowing more about Everett's new job should contact him at P. O. Box 1318, Cocoa, FL 32923-1318 up until June when he will be moving "back home" to Maine.

B.V.I. Q's — Quests, Queries and Quotes

by J. L. Fredrick

1899 ISSUE-7d. PLATE FLAW

The catalogue-listed plate flaws of the 1899 1/2d. and 4d. values (Scott 21a & b and 24a, respectively) are well known, and their positions in the panes, before corrections were made, have been identified.

However, a number of years ago, I found in a block of four of the 7d. value (Scott 26/SG 48) an apparent plate flaw in the form of a "crack" that had occurred between the 'V' and the 'E' of 'SEVEN' in the value tablet of the upper left stamp in the block. Subsequent searches led to one other 7d. stamp with the **identical** crack, showing as a thin line of color since the stamp was engraved. The enlarged photocopy (Fig. 1) shows diagrammatically the flaw.

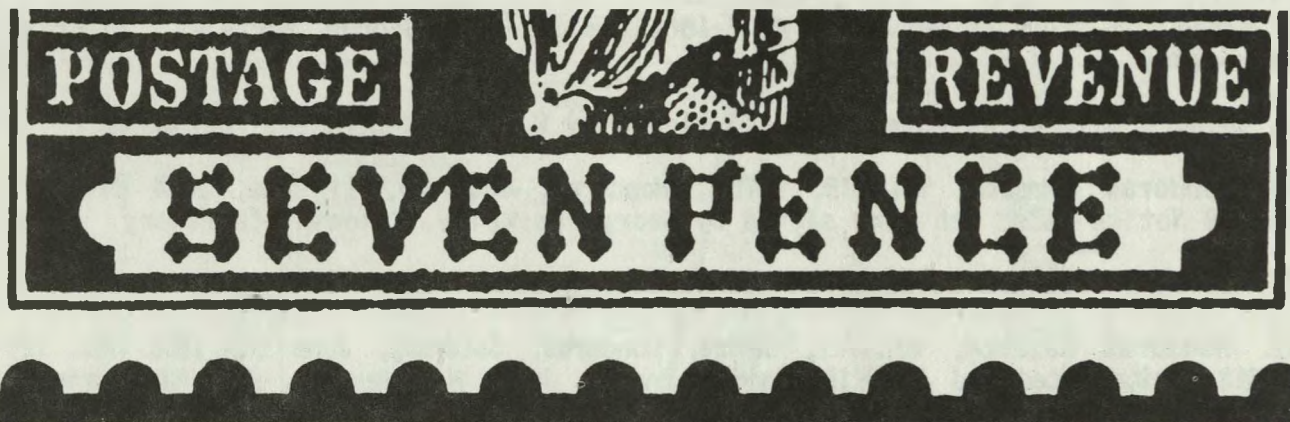


Fig. 1

Although the flaw is in the value tablet lettering (a separate duty plate of 120 multiples was used for each value in the 1899 set), attempts on my part to locate the position of the flaw in the pane(60)/sheet(120) from the key plate design alone (common to the panes/sheets of all eight values) have resulted in failure. This is due to the fact that the quality of the key plate printing is high, and an available 4d. pane lacks, at least to my eyes, easily discernible plating characteristics.

Can anyone report on other copies of this 7d. plate flaw and, more importantly, suggest a successful means of plating its position in the pane/sheet?

KEY-PLATE-ONLY "SAMPLES" OF THE 1880-84 QUEEN VICTORIA BVI ISSUE

The records of the Thomas De La Rue & Co., Ltd., London, document as early as 1879 the lengths to which the company promoted the use of its first "universal" key plate design.¹ As a measure of its success in this endeavor, nine British colonies adopted the De La Rue design - Antigua, Cyprus, Montserrat, Natal, Nevis, St. Lucia, Turks Islands, (British) Virgin Islands and Grenada with modifications to the basic design.

As general background, many examples of the proposed and/or adopted stamps in key-plate-only and complete-design form have appeared on the market as portions of the "released" De La Rue archives. In most cases, the archival pages were

annotated with the name of the country involved and with the face value of the individual stamps along side of each, where needed. In these cases, most of the stamps were imperforate.

To further promote the use of this design, starting perhaps in 1882-83, De La Rue produced a number of key-plate-only "sample" stamps that were printed on Crown CA watermarked paper and were perforated. The colors chosen covered the full spectrum of prior usages. An example of the die proof of the key plate (Die A) is shown below (Fig. 2).

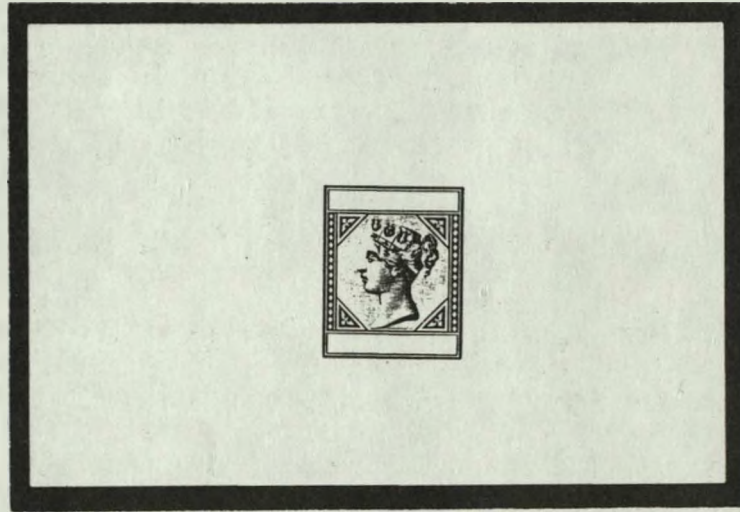


Fig. 2

In order to identify these key-plate-only samples with a particular country, one must match these accurately with the colors of the issued stamps of that country. This I have done for the 1880-84 issues of the BVI. The results of this effort to date are shown in the following tabulation:

Sc. No.	SG No(s).	Issued BVI stamps			Key-plates-only	
		Value	Wmk.	Perf.	Wmk.	Perf.
10	24	1d.	Crown CC	14		
11	25	2-1/2d.	"	14	Crown CA	14
12	26	1/2d.	Crown CA	14	"	12
13	27/28	1/2d.	"	14	"	14
14	29/30	1d.	"	14	"	12
15	31	2-1/2d.	"	14	"	14

The only explanation for the two different perfs is that De La Rue was using both perf 12 and 14 in this time period for the production of its stamps, e. g., see the 1884 issues of Antigua and Montserrat in either of the cited catalogues.

Can anyone add to the above discussion or offer additional BVI examples for the above tabulation?

1. Easton, John, **The De La Rue History of British & Foreign Postage Stamps, 1855 to 1901**, Faber and Faber, London, 1958

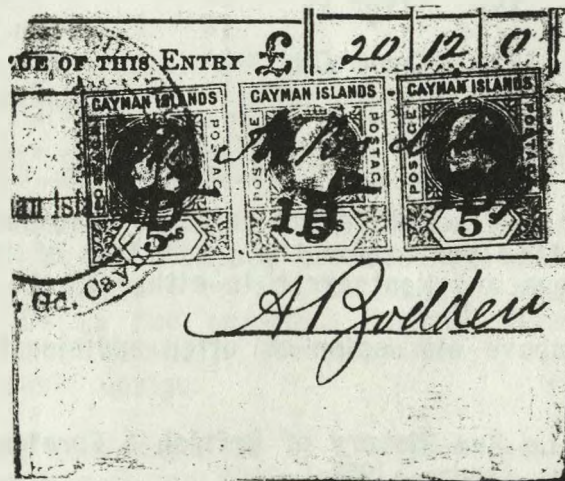
CAYMAN ISLANDS - FISCAL HISTORY By Thomas E. Giraldi

The Stamp Duty Law, adopted in 1906, provided for the collection of additional revenues by imposing fees or duties on a variety of documents and instruments of transfer. Payment of these charges, which ranged from one penny to two guineas, was to be confirmed by affixing adhesive stamps in the appropriate amount to the documents in question. This practice is still followed extensively today.



Stamps used for Fiscal Duty

As the highest value then available was the 1/- stamp, it was found necessary to obtain a 5/- stamp in order to meet some of the higher duties. At the same time, a new 4d. stamp was ordered along with new printings of the 6d. and 1/- values. Although all of these values were expected to serve fiscal duty, the supplies received in early 1907 bore the inscription POSTAGE/POSTAGE, which was reserved for postal adhesives. It is generally believed that this error resulted from an oversight by officials at every level, who were under pressure to produce the required values quickly.



Provisional Issue Used For Revenues

In late 1907, these four values, along with the other denominations (1/2d., 1d., and 2-1/2d.) in the series then in use, were reprinted with a new POSTAGE/REVENUE keyplate; at the same time, two new values bearing the same inscription, 3d. and 10/-, were added to the series. A shortage of the 1d. value in May 1908 led to the overprinting of the 4d. for fiscal use.



Early Revenue Usage

With the exception of the 1908-09 farthing stamp, all the subsequent issues of the Edward VII and George V reigns bore the POSTAGE/REVENUE inscription. Although it did not appear on later issues (except the 1946 Coronation set, part of an omnibus series), the definitive series released during the reigns of George VI and Elizabeth II have all included high values -- to 10/- or 1 pound and, after decimalization, to \$4 -- which were primarily intended to serve fiscal duty, although postal use was possible, of course.

A little-known fact is that the Cayman Islands have, over the past two decades, issued stamps intended solely for revenue purposes. Research has uncovered the fact that four series of fiscal stamps, all in the same design, have been produced since 1962.

The first set of revenue stamps appears to have been used for the first time about 9 March 1962, according to research conducted with the invaluable assistance of former postmaster, Noel Johnson. The set consisted of four values -- 2 pounds blue, 4 pounds red, 10 pounds green and 50 pounds purple -- printed by Thomas de la Rue in sheets of 50 on paper watermarked multiple crown and script CA and perforated 14. The size of a stamp is 19 x 23 mm.

A new set was released in 1969 to meet the needs of decimalization. The values and colors were: \$4 blue, \$10 red, \$20 green and \$100 purple-slate. They were reprinted two years later with a change of colors: \$4 yellow-orange, \$10 black, \$20 grey and \$100 chestnut. Both the 1969 and 1971 sets were printed on block CA paper.

(This article will be concluded in the September Journal)

DOMINICA - A WAR ECONOMY COVER

by Dr. Ben Ramkisson

ON HIS MAJESTY'S SERVICE

No. 204

**WAR
ECONOMY
RE-USE OF
ENVELOPES**

Open by
slitting
along
flap edge

POST OFFICE



*Capt. John W. Engh,
U. S. Army,
S. O. Box 124,
San Bernardino,
California,
U. S. A.*

This #9 size War Economy cover is imprinted with the message "War Economy/Re-Use of Envelopes Open by/slitting/along/flap edge and was issued for use during World War II.

The Roseau Dominica cds in black is dated 26 MY 43 but the purple round 28 mm handstamp of the originating official agency is not totally legible. It appears to read 'Ministry of Finance, Dominica, B.W.I.' with the date of 26 May 43.

The 26 mm Dominica/Official/Paid handstamp is applied in black.

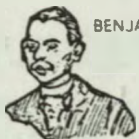
MY FAVORITE FORGERY

by Al Branston

Within the West Indian area I am quite sure that the Jeffryes forgery of the 1883 Grenada postal fiscal is undoubtedly my firm favorite. George Kirke Jeffryes was a member of a three man gang of forgers, later known as the London gang because they sold their nefarious wares from a shop in Cullum Street in the City of London. He undoubtedly produced the majority of the forgeries. The other two men, Alfred Benjamin and James Sarpy, were, however, equally deeply involved. Benjamin was an astute salesman and a clever faker whilst Sarpy could fake stamps at will. He also appears to be the brains behind their very successful enterprise, that is, successful until they were caught and sent to prison.



JEFFRYES



BENJAMIN



SARPY

The reasons why I like this forgery so much are (a) it is very creditably engraved. In those days most other forgers had to use the litho process for all of their wares. Not so the gang who were a lot wiser and invariably aimed at, and succeeded in, satisfying the philatelic requirements in each case. Then (b) it certainly involved them in a lot of work. Other forgers would shy away from it. First of all, they had to reproduce the basic orange stamp with its complicated background, next add the green Crown and fiscal value, and then overprint it with a surcharge. This latter is of considerable interest. They made a good Four Pence on Two Shillings

and the top value of One Pound. With all the daring in the world they added two higher phantom values of Two and Five Pounds. To all of these the gang added a bogus postmark of supposedly new type. It was their practice to add these duds to a trayful of genuine stamps so that collectors coming across them would unthinkingly take them as great finds. Lastly, Jeffryes added proofs and partially perforated stamps to increase the attractiveness. Jeffryes tried to hide the fact that he used a single position plate by adding the sides of what at first appear to be the borders of adjacent stamps. On examination, however, the truth is easily evident (Fig. 1).

The forged postmarks with a large letter in the center resemble Charlton type 16. Jeffryes inventions included a large letter A (Fig. 2) and a large B (Fig. 3), also a small letter A. Whilst the top arc showed the correct Grenada, the rest of the canceler was quite different. On the genuine canceler the whole of the date including the last two (only) figures of the year are in the lower arc. Jeffryes, on his large letter types, split the year (1888) across the center of the die with only the day and the month in the lower arc. The small letter A canceler resembles Charlton type 11. Jeffryes used this on his two pound value but with a **very** small letter A at the top, followed by Grenada below, then Au 29 with the year 89 at the bottom.



Fig. 1

The following day and month dates have been found so far:

- (1) The 4d. on 2s. - Mar 22, 13 Ju, 19 Ju,
Au 22 and Au 26

- (2) The 1 pound - 27 No
- (3) The 2 pound - Au 29 (89)
- (4) The 5 pound - 26 Ju



Fig. 2



Fig. 3

The last two figures of the 1888 show clear signs of progressive wear. A witness at the trial stated that on one occasion Benjamin and Sarpy came to open the shop very late saying that they had been up all night cancelling. No wonder the die became badly worn. Now here's a point of interest to us. When the case came up to The Old Bailey, it became clear that it was a punishable offense to forge a fiscal stamp. The law said nothing about postage stamps. The Recorder therefore dismissed the first 24 charges of forging and the case proceeded on those alleging deceit. Jeffryes and Benjamin got six months hard labor and Sarpy four months. They escaped severe penalty on the narrow edge that, although a fiscal stamp design had been forged, it was for postal use.

Whilst I was searching through the evidence given at the Police Court hearing and the trial, I came across a statement by a witness that Jeffryes had said to him, "I could be hung for my West Indians." This leads me to think that he knew, not only of the flaw in the law, but the very narrow edge on which he and the other two members of the gang were, in real fact, so perilously poised.

ANNOUNCEMENT

The British Caribbean Philatelic Study Group will hold its annual meeting in 1987 in conjunction with CAPEX '87. While it is still early, members should write to the USA Commissioner:

Mr. Fred Blau
 P. O. Box 59153
 Chicago, IL 60659

for information on exhibiting.

Members who joined us at CAPEX '78 in Toronto will recall what an enjoyable time was had by all who attended.

FAKE GRENADA BISECTS

by W. Danforth Walker

Grenada stamps issued during the period 1883 to 1891 provided the dishonest philatelist of old with a number of opportunities to produce fake bisects. These fakes can be troublesome to the collector of today since some philatelic expertizing committees will not accept bisects for examination unless on a cover. Since the majority of Grenada bisects are on piece, most collectors assume that they can not get experts to render an opinion on bisects needed for their collections. For this reason, many Grenada collections lack Grenada bisects, even the two Grenada stamps issued as bisects. This article will explain how to analyze Grenada bisects and how to get an expert opinion on Grenada bisects.

Using Postmarks to Detect Fake Grenada Bisects

Most Grenada bisects can be detected by the postmark on the bisect. The postmark mistakes made by those trying to fake Grenada bisects fall into three types. First, and by far the most frequent, the date in the fake postmark is a date when the particular style of postmark was not in use. Even if the fake postmark has an illegible date, knowledge of the style of genuine postmarks, the dates when the Grenada stamps were issued, and the dates when a particular style of postmark was in use is sufficient to detect most Grenada fake bisects. This is particularly true of Grenada's provisional postage stamps issued in the 1883 to 1891 period. Most of these provisionals had a short life.

A second mistake made by fakers of Grenada bisects was to make a poor copy of the genuine postmark. Some copies of genuine postmarks are so bad that even casual comparison with genuine postmarks of the same style shows that the postmark is a fake. Finding such a postmark on a bisect immediately condemns it.

The final postmark mistake is to produce a style postmark that never existed, a fantasy postmark. John Cronin and this writer documented the genuine Grenada postmarks, and their period of use, in this journal in the late 1970's. With this documentation fantasy postmarks are reasonably easy to detect.

With these mistakes made by most fakers of Grenada postmarks, a fake can be determined fairly easily even if only a part of the postmark is readable.

There is an expertizing service available to collectors that will render opinions on Grenada bisects. The American Philatelic Expertizing Service accepts Grenada bisects even if they are not on cover. You receive a certificate of opinion that contains a photograph of the stamp. The fees are very modest with sizable discounts to APS and ASDA members. In mid-1986 the fee to APS or ASDA members is \$10 for an item with a catalog value of \$200 or less, \$13 for an item with a catalog value over \$200 up to \$1,000, and \$17 for an item with a catalog value over \$1,000. Application forms are available from the American Philatelic Expertizing Service, P. O. Box 8000, State College, PA 16803.

Why Grenada Bisects Exist

There are a number of reasons why the period 1883 to 1891 provides a fertile field for fake Grenada bisects. First, Grenada postal regulations authorized bisects. The bisecting of the 1d. stamp was the only means of sending newspapers through the mails from and within Grenada until 1881. On February 4, 1861 Grenada passed "An Act for establishing an Inland Post and Rates of Postage within the Colony." Section 13 of this Act set the postage rate of 1/2d. each for newspapers

sent from Grenada and within Grenada. ("Grenada" by E. D. Bacon and F. H. Napier, circa 1900, Stanley Gibbons Philatelic Handbooks, pp 166-168.) A bisect of a 1d. Chalon Head, the design used for Grenada's first 1d. and 6d. postage stamps, on part of a newspaper is a highly elusive and desirable item of Grenada philately.

Grenada bisects of the 1d. Chalon Head are known both on cover and on piece. There are four genuine covers recorded. All are addressed to France in the mid-1870's. There are also a number of pieces known with genuine bisects of the 1d. Grenada Chalon Head. Fake bisects of the 1d. Chalon Head are certainly possible but are not known to the writer.

A second reason that Grenada bisects exist was the issuance of two provisional postage stamps in 1883, stamps specifically issued to be bisected. Grenada finally issued a 1/2d. postage stamp in April 1881, at the time it joined the Universal Postal Union. By January 1883 these halfpenny stamps had been used up. Since bisected one penny postage stamps had been used to pay the newspaper rate prior to April 1881, it was not unusual for Grenada to issue halfpenny provisional postage stamps that had to be bisected in January 1883. There were two issues of bisected stamps in January 1883, the only bisected stamps issued by Grenada. As this article will point out, **genuine bisects of Grenada stamps appearing after 1883 are not known to this writer.**

A third reason for Grenada bisects is that during the period January 1883 to December 1891, Grenada issued approximately two provisional stamps for each regular stamp issued. Many of these provisional postage stamps were produced by overprinting revenue stamps. Grenada revenue stamps were available to fakers at low cost and the fakers knew how to clean the revenue cancels off the stamps. Thus the raw material for fake Grenada bisects was readily present.

Grenada Postmarks 1883 to 1891

Almost all fake Grenada bisects in the period 1883 to 1891 are used; collector demand for unused bisected stamps is quite low since it is virtually impossible to verify such a bisect is genuine. Most fake Grenada bisects use postmarks that attempt to fake the cancels being used at the G.P.O. in St. Georges, the capital of Grenada. The first five postmarks illustrated in Figure 1 are drawings of five genuine G.P.O. cancels. Postmark illustration 3, Figure 1, has been heavily faked and the fake postmarks used to produce fake Grenada bisects and **faked used Grenada provisional stamps.** Illustration 6, Figure 1, is a drawing of the genuine single circle "D" postmark used at the Grenada Parish post office of Grenville and illustration 7 is a drawing of a genuine St. David's, Grenada, CDS. Both of these postmarks have been used to fake Grenada bisects. The table below gives the period of use of these seven Grenada postmarks.

GENUINE GRENADA POSTMARKS

<u>Illustration Number</u>	<u>Location of Post Office</u>	<u>Earliest Known Use</u>	<u>Latest Known Use</u>
1	GPO, St. Georges	09 OC 1861	End of 1878
2	GPO, St. Georges	01 JY 1861	08 OC 1880
3	GPO, St. Georges	01 AU 1862	27 JA 1885
4	GPO, St. Georges	27 MR 1885	01 MR 1886
5	GPO, St. Georges	30 MR 1886	27 DE 1895
6	Grenville	02 MR 1886	28 JA 1904
7	St. David's	18 AU 1898	21 NO 1930

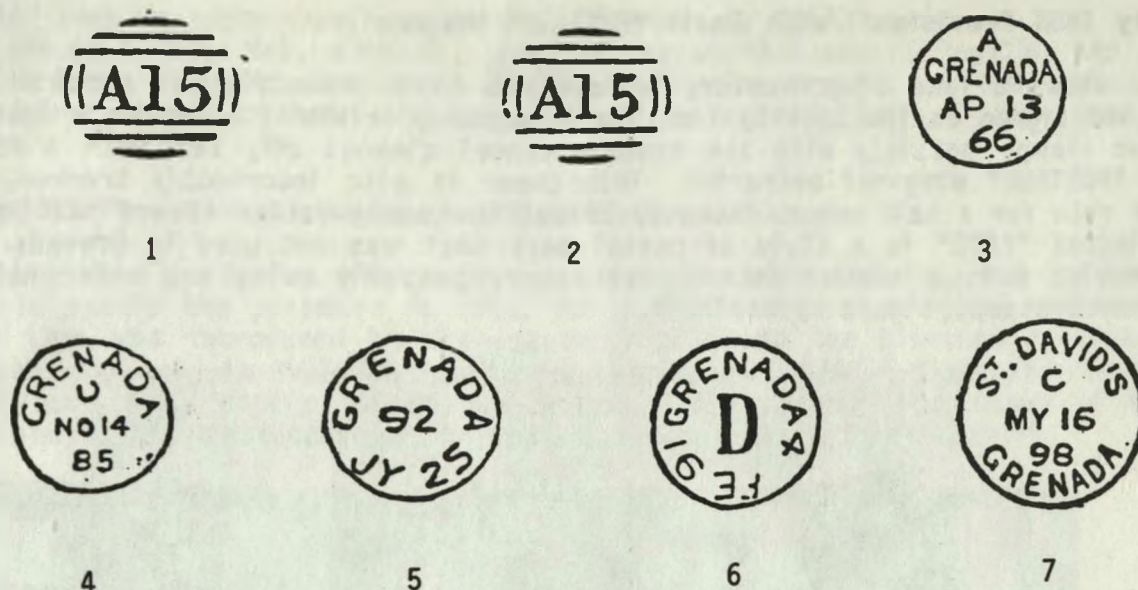


Fig. 1

Illustrations 1 and 2 are occasionally found after the Latest Known Use recorded above. This has not proven to be a problem in detecting faked bisects (or faked cancels on forged stamps) since the faked cancels are quite different in appearance from the genuine in all instances known to the writer.

More important, the cancel illustrated as 3 is not known used after its Latest Known Use of 27 JA 1885. The importance of this research finding will become clearer when we discuss the fake bisects of 1886 to 1891.

A side note about this finding is also of interest. This writer has found many fake postmarks similar to illustration 3 on **genuine 1886 Grenada provisionals**: the 1d. on 1-1/2d. of October 1886 (SG 37), the 1d. on 4d. of November 1886 (SG 39), and the 1d. on 1s. of December 1886 (SG 38). There are a number of possible explanations for this. The one the writer feels is most likely is that collector demand for used 1886 provisionals was greater than the readily available supply of genuinely used 1886 provisionals. This demand was met by faking the cancel on unused stamps which were available directly from the Grenada post office. This would be easier than acquiring the unused stamps, putting these stamps on self-addressed envelopes, sending the envelopes off to Grenada and hoping that some Grenada postal official would post the envelopes back to the sender.

Also, the cancel illustrated as 4 is not known used after its Latest Known Use of 1 MR 1886. This means that **genuine bisects (or used postage stamps) after mid-1886 will not have postmarks similar to illustrations 3 and 4.** This finding will be very useful in analyzing bisects of provisional stamps issued from 1886 through 1891. Also, the only known genuine Grenada GPO cancel on the 1886 provisionals (this is also true of the 1888 4d. on 2s. provisionals, SG 41 and 42) is illustration 5, Fig. 1.

At about the same time (March 1886) as the GPO stopped using illustration 4 and began using illustration 5 exclusively, the seven other post offices in operation on Grenada also changed their cancelling devices. These seven post offices, Grenada's Parish post offices, switched from **DOUBLE circle** alphabet cancels "A" to "G" to **SINGLE circle** alphabet cancels "A" to "G." Illustration 6 was not in use prior to 1886. Illustration 7 was not placed in use at the Parish post office of St. David's until 1898.

January 1883 Provisional with Small "POSTAGE" Diagonally

Fig. 2 shows a fake bisect cover, believed to be a production of Raoul Ch. de Thuin and signed on the back by him. The bisected provisional stamp is a genuine revenue stamp, possibly with the revenue cancel cleaned off, but with a forged small "POSTAGE" diagonal overprint. This cover is also incorrectly franked. The proper rate for a half ounce inland cover was one penny rather than a half penny. The slanted "PAID" is a style of postal mark that was not used in Grenada. The writer also owns a similar fake bisect cover, probably using the other half of the bisect stamp, signed by de Thuin.

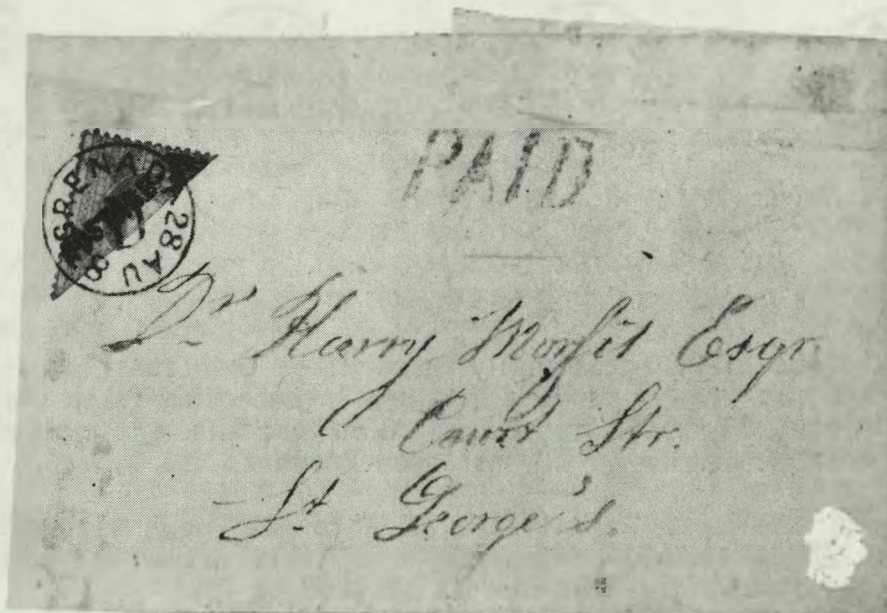


Fig. 2

The postmark on the cover in Fig. 2 and also on the second cover in the writer's collection is a single circle "D". Both postmarks are dated 28 AU 83. This date is about three years prior to the introduction of the genuine postmark. The postmark date on the bisected cover illustrated proves the item is a fake even if there was no other evidence to review.

Illustration 1, Fig. 3, shows a fake bisect that is evident because a GPO postmark with GRENADA around the rim of the postmark was not introduced until March 1885. Also, comparing this postmark with illustration 4, Fig. 1, shows a wide difference in style. The small "POSTAGE" diagonal overprint on this stamp is forged, further condemning this item as a faked bisect.

Illustration 2, Fig. 3, has a "ST. DAVID'S / D / JY25 / 90 / GRENADA" c.d.s. postmark. The genuine postmark, illustration 7, Fig. 1, was first placed in use in 1898, 15 years after this stamp was issued and last used! Even the year date on the faked cancel - (18)90 - which is seven years after the stamp was issued and last used, would tip someone off that this is a fake bisect.

Interestingly, this same cancel with the same date, but the "90" either very light or removed from the postmark is found on forged five and ten shilling King Edward VII Grenada stamps. Illustration 2, Fig. 3, has forged small "POSTAGE" diagonal overprint on the stamp, as well.

Illustration 3, Fig. 3, is genuine and shown as an example of how a genuine bisect should look. The cancel is the one shown in illustration 1, Fig. 1. This

cancel had been in every day use for over 20 years by 1883, so it was very worn. It was struck in blue ink, with only part of the GRENADA and FE legible, the day and 83 are not legible. The small POSTAGE diagonal overprint on the bisect is genuine and shows certain distinguishing characteristics of the genuine overprint.

January 1883 Provisional with Large "POSTAGE" Diagonally

Illustration 4, Fig. 3, has only a portion of the postmark showing, but enough is visible to verify the postmark is fake. As in illustration 1, Fig. 3, no cancel of this type was introduced by Grenada until 1885 and the bisected provisional stamp was used only in 1883. The status of the large "POSTAGE" diagonal overprint has not been fully determined by the writer; it is beyond the scope of this article and is of little consequence since the stamp has a fake postmark.

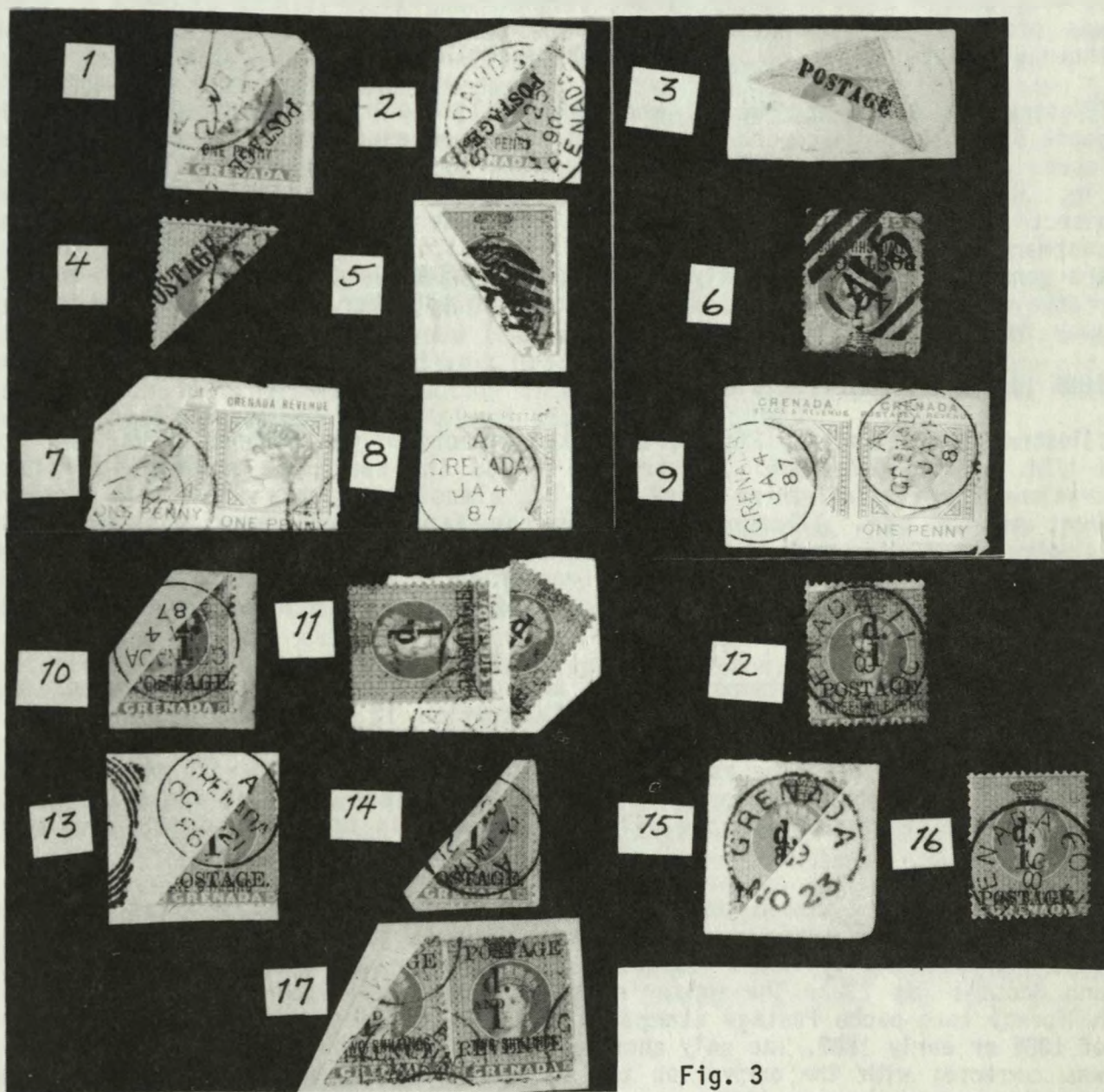


Fig. 3

Illustration 5, Fig. 3, shows a fake Grenada cancel and illustration 6 shows a more complete strike of this fake A15 cancel for comparison purposes. Illustrations 1 and 2, Fig. 1, show the genuine types of Grenada's A15 cancels. There are

only slight differences in these genuine A15 cancels, but since both are listed in the proof book as sent to Grenada in 1858, both are shown. Also, the large "POSTAGE" diagonal overprint in illustration 3, Fig. 5, is forged as is the large "POSTAGE" horizontal overprint on the unbisected stamp shown as illustration 6. It is unusual for an A15 cancel to be used as late as 1883, an immediate tipoff that the stamp should be closely inspected.

1883 & 1887 Tete-beche Issues

Illustration 7, Fig. 3, shows a single and bisect of the Grenada 1d. tete-beche bicolored Revenue stamp with a cancel style never used by Grenada, a fantasy Grenada postmark. It is a double circle postmark with a JA 7 87 c.d.s. in the center circle and a 14 in the outer circle below the '87' year date. The writer's research of Grenada revenue cancels also finds that this mark is not a genuine revenue cancel either. Fairly strong evidence exists that this fantasy postmark was produced to make fake stamps for philatelists (see illustration 11 below showing its use to fake a postage stamp bisect).

Illustrations 8 and 9, Fig. 3, show identical fake postmarks on the 1883 tete-beche 6d. Postage issue and the 1887 1d. tete-beche combined Postage and Revenue issue. Each is dated JA 4 87 (also see the notes below about illustration 10, Fig. 3). Since this style postmark went out of use in early 1885, the fake bisects are easy to detect. Comparison of these fake postmarks to the genuine postmark of this style in illustration 3, Fig. 1, shows the faker failed to copy the genuine postmark correctly. The word "GRENADA" is too far away from the rim of the cancel, the month and day are too close together, and the year is too far away from the lower rim of the cancel.

1886 1d. on 1-1/2d. Provisional

Illustrations 10 and 11, Fig. 3, are faked bisects of the October 1886 1d. on 1-1/2d. provisional stamp. Illustration 10 has the same fake postmark as illustrations 8 and 9, all three dated JA 4 87, almost two years after this postmark went out of use. Illustration 11 is the fantasy postmark also found on illustration 7 discussed above, the faked bisect using the 1883 1d. tete-beche Revenue stamp. As implied above, the reason for this fantasy postmark is fairly clear. It is intended to produce fake Grenada bisects and other Grenada fakes to sell to collectors.

The provisional postage stamps used for both these bisect fakes are **genuine**. Only the postmark and bisecting are fake. Illustration 12 shows the genuine type of GPO postmark found on this provisional stamp during its period of use. The genuine cancel is the same as shown in illustration 5, Fig. 1, with the year date in the center. Genuine copies of this provisional stamp, used at the GPO Grenada, have this postmark. It was the only GPO postmark in use in late 1886 and early 1887.

The 1d. on 1-1/2d. October 1886 provisional stamp is **not known used as a genuine bisect, all known examples being fakes**. This is the writer's observation even though this stamp is listed "bisected on cover" by both Gibbons catalog (SG 37f) and Scott's (as 27b). The writer's research has not shown a shortage of 1883 halfpenny tete-beche Postage stamps at the GPO, St. Georges, in the last quarter of 1886 or early 1887. The only shortfall was in One Penny stamps. That shortfall was corrected with the arrival of the 1d. tete-beche combined Postage and Revenue stamp issued in January 1887.

1887 1d. on 1s. Provisional

Illustrations 13, 14 and 15, Fig. 3, are fake bisects of the 1886 1d. on 1s. provisional. Again the stamps used to make these fake bisects are genuine, only the postmark and bisect are faked.

Illustrations 13 and 14 are attempts to copy the genuine postmark of illustration 5, Fig. 1. The genuine postmark was not used after early 1885. The postmark on both of these fake bisects is dated OC 21 86. The distinguishing feature of this fake postmark is that it leaves far too much space between the month and day. Also the index letter "A" is not shaped like the genuine postmark and is positioned too far down from the top rim of the cancel.

Illustration 15 is the only fake bisect illustrated in this article with a fake cancel that looks similar to a genuine postmark that was in use by Grenada when the postage stamp was in use. Suspicion about this bisect is immediately aroused by the cancel date, NO 23 89, three years after this stamp was issued. Also, a close look at this cancel and comparison to the genuine cancel, illustration 5, Fig. 1, and illustration 16, Fig. 3, show that the faker failed to copy correctly the genuine cancel. The month and day are too close to the bottom rim of the cancel, actually supplementing the missing section of the cancel's bottom rim. Also, there is too much space between the month and day of the fake cancel and the word "GRENADA".

As with the previous 1886 provisional, the writer has never seen a genuine 1d. on 1s. bisect. Both Gibbons (38d) and Scott (28c) list the bisect on cover in their catalogs but no genuine copies have been seen on the market in the last 15 years, in older literature, in specialized British West Indies or Grenada auction catalogs, or in other major auction catalogs. Also, there is no evidence that Grenada needed a halfpenny provisional stamp in late 1886.

1890 Provisional

Illustration 17, Fig. 3, is the final fake bisect presented. The December 1890 1d. on 2s. provisional stamps are genuine. The fake bisect is detected because the faker use a fake postmark similar to illustration 3, Fig. 1. The genuine postmark was not used after early 1885. Unlike the 1886 1d. on 1-1/2d. and 1d. on 1s. provisionals, the catalogs do not list this stamp as existing bisected. The writer's research has not found any shortage of halfpenny stamps in late 1890 or early 1891.

Conclusion

Although a number of fake bisects exist of Grenada stamps issued in the 1883 to 1891 period, most are relatively easy to detect with a knowledge of Grenada postmarks. The American Philatelic Expertizing Service accepts Grenada bisects even if they are not on cover. It will issue a certificate on the bisect offering its opinion and the certificate will have a photograph of the stamp. With this support to help weed out fake Grenada bisects, it is the writer's hope that collectors will actively seek elusive Grenada bisects for their collections. The writer wishes to thank his wife, Patricia Stilwell Walker, for the photos accompanying this article.

Personal Mention

Simon Greenwood was awarded the BCPSG Silver medal plus the Stampex Silver-gilt for his Antigua entry 1850-1890. Items shown included perforation varieties of the 1862 sixpence stamp, an 1869 cover from English Harbour to Nova Scotia and a combination cover used in St. Christopher. Congratulations, Simon!

JAMAICA JOTTINGS

by Hugh James

In agreeing to take over this column I was fully aware that Reg Lant would be a hard act to follow but am greatly encouraged by the readiness with which Reg and his regular contributors have agreed to continue to supply news of their latest discoveries. My sincere thanks go to Reg, Paul Raynor, Scriv Scrivens, Bob Swarbrick and Clint von Pohle. Needless to say, I would be delighted to hear from other Jamaica collectors.

For many years Jamaica Jottings has concentrated primarily on details of cancellations. Whilst these are of great interest to those of us who specialize in Jamaica and its postal history, they may not be of much interest to the general reader of the Journal or to the general Jamaica stamp collector. Consequently, as befits a "new broom", I have suggested to the editor that I might broaden the appeal of Jamaica Jottings by including in each issue a new section covering in detail the variations and flaws I have noticed on a particular stamp issue. I have covered the 1970 National Heroes stamps in this month's Jamaica Jottings. I look forward to having members' reactions to the idea as well as further information about the varieties.

1970 National Heroes (SG 298 and 299)

The most striking variety in this set is the omission of the yellow from the flags on each side of the 1 cent value, giving a turquoise-blue, white and black effect. My copies are both postmarked with a BENBOW B1 postmark dated June 1971. These stamps were printed in Post Office panes of 25 stamps (5 x 5) and, according to Tom Foster, in six pane sheets so that at least 150 copies of the missing yellow must exist.

Other 1 cent varieties which I have noticed are:

- a. A short leg in the first A of NATIONAL (). I have this on four copies.
- b. A light brown dot on Gordon's left hand coat lapel (Thirkell I6). Three copies.
- c. A light brown dot just to the left of Gordon's left hand lapel (Thirkell I7). Two copies.
- d. A light brown dot on Gordon's lower left hand lapel (between Thirkell J6 and J7). Six copies.

The following varieties appear on the 3 cent value:

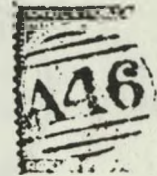
- a. A small white triangle in the pale blue shading just above Bustamante's head (Thirkell C6) Thirteen copies. I believe this flaw occurs on several sheet positions, possibly on several panes.
- b. A light brown dot just to the right of Bustamante's left hand lapel (Thirkell H7, bottom). Seven copies.
- c. A hole, showing white, in the black of the second flag on the right (Thirkell G8). Two copies.
- d. A white ring flaw on Bustamante's forehead (Thirkell D5). Two copies.
- e. A light brown dot to the right of Bustamante's left hand lapel (Thirkell H7, center). Five copies.
- f. A hole, showing yellow, in the green of the top flag on the right (Thirkell C8). Two copies.
- g. A brown scratch about 3 mm long running down the edge of Bustamante's upper right hand lapel, almost parallel with the lapel seam (through Thirkell I3, I2 and J2). Two copies.

h. A white dot under Bustamante's chin, like an extra mole (Thirkell H5). Six copies.

I have been unable to determine the position of any of these varieties on the pane and cannot be sure that they are constant. I should be pleased to hear from anyone who has panes or blocks of these stamps and can specify the pane position of the flaws.

Obliterator Find

Clint von Pohle reports that he has found obliterator A46 on a 4d. Pine. To the best of our knowledge this has not been reported before.



1967 Postmark Census

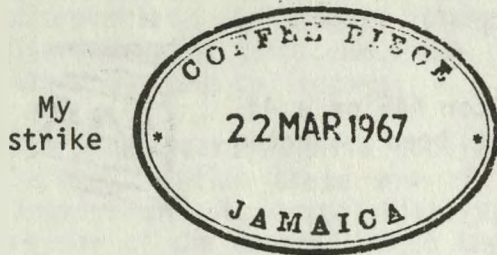
I recently acquired a bundle of what were described as "TRDs as requested from post offices". In March 1967 the Senior Inspector of Postal Services, Mail Planning Branch at South Camp Road, Kingston decided to carry out a "census" of postmarks in use at a number of smaller offices and wrote asking each office to return a slip of paper bearing an impression of its current postmark. Although they are effectively proof strikes, they were provided for post office use and are therefore quite different from favor strikes. They demonstrate that the marks were still in postal use in March 1967 and provide the following EKD/LKD's which all pre- or post-date those previously in my records. All are struck in violet.

<u>Name</u>	<u>Item</u>	<u>TRD Type (Note 1)</u>	<u>Data</u>
Cornpiece	1	37	LKD 18 MAR 67
Cousins Cove	1	37	EKD 21 MAR 67
Fraser	1	37	LKD 18 MAR 67
Fustic Grove	1	37	LKD 22 MAR 67
Green Pond	4	37	LKD 18 MAR 67
Hayfield	1	37e (Note 2)	LKD 20 MAR 67
Irwin	2	37 (Note 3)	LKD 20 MAR 67
Jackson Taylor	1	37	LKD 21 MAR 67
Joe Hut	1	37e	LKD 20 MAR 67
Kentucky	1	37	LKD 22 MAR 67
Malcolm Square	2	37	LKD 20 MAR 67
Mears	1	37	LKD 21 MAR 67
Mitchells Hill	1	37	LKD 27 MAR 67
Moores	2	37	LKD 20 MAR 67
Mount Edgecombe	1	37	LKD 21 MAR 67
Spring Bank	1	37	LKD 18 MAR 67
Spring Vale	4	37	LKD 18 FEB 67 (Note 4)
Unity Vale	1	37e	LKD 18 MAR 67

- Notes.
1. TRD types are those redefined by Clint von Pohle.
 2. Hayfield had W. I. (following Jamaica) removed.
 3. Irwin has no day plug, probably explaining why a new TRD (item 3) was issued in July 1967.
 4. I suspect that Spring Vale was incorrectly dated February instead of March. (Ed., Could 16 FEB 67 be the last date the TRD was used?)

Before I leave the subject of census postmarks, there is one more oddity to be examined. Included in the batch of marks was one for Coffee Piece dated 22 MAR 67 which was firmly struck but showed no trace of the inner oval present on TRD type

37. I referred this to Clint for comment and he produced a copy dated 1968 which shows a portion of the inner oval. The type is the same, the dimensions are exactly the same and the asterisks are in exactly the same place. One would expect that the postmaster, in taking a sample for the Inspector, would make it as clear as possible. So what happened to the inner oval? It would be helpful to hear from members who have a copy of this mark.



Clint's
strike



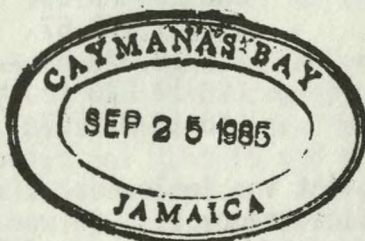
New Post Office

From Scriv Scrivens comes news of a new post office, SEDGE POND, using a TRD41 in violet, EKD 17 SEP 85.

New TRDs

From Reg, Clint, Paul and Scriv come the following:

ATHLONE	Item 2	TRD41	black	EKD 29 MAY 85 (Large 62mm, 3 1/2 mm serif caps)
CAYMANAS BAY	Item 3	TRD41	violet	EKD 21 SEP 85 (Date reads M/D/Y/)
CHANTILLY	Item 3	TRD41	violet	EKD 31 JUL 85
COMFORT HALL	Item 3	TRD41		Badly distorted, date blurred
FORT GEORGE	Item ?	TRD37	violet	EKD 11 SEP 85 (Reads FORT GEORGE/ POST OFFICE)
GORDON'S CROSSING	Item 5	TRD41	violet	EKD 23 NOV 84
MARTHA BRAE	Item 4	TRD41	violet	EKD 1 APR 85
MOLLISON	Item 2	TRD41	violet	EKD 30 SEP 85
NEGRIL	Item 6	TRD37	violet	EKD 12 SEP 85
NEW MARKET (two words)	Item 7	TRD41	violet	EKD 9 AUG 85
PLEASANT VALLEY	Item 4	TRD41	violet	EKD 2 APR 85
SEVEN MILES	Item 3	TRD41	dark purple	EKD 12 APR 85
WATCHWELL	Item 4	TRD37	?	EKD 6 SEP 85 (*s very high)
WEST PROSPECT	Item 4	TRD37	red	EKD ? JUL 85 (Actually dated 1986)



THE LEEWARD ISLANDS

by Michael N. Oliver

Preface

I was pleased to accept your Editor's invitation to write some articles for the journal and gratified that he considers I may be able to contribute something of interest to this group of experts.

I wish to thank my friend Kilbourne Bump, whom I first met some 11 years ago, for it was he who guided me from being a stamp collector toward being a philatelist and also persuaded me to display, hence your Editor's invitation.

Introduction

Any comment upon the General Issue stamps and stationery cannot but include reference to the printers, Thos. De La Rue & Co., of Bunhill Row, London. The Colony's first issue employed their new Universal Postage and Revenue Key Plate which was retained throughout its philatelic life of 66 years. Moreover, Leeward Islands employed only this and the high value (Nyasaland) type bearing the head of the monarch.

These articles become, therefore, as much a commentary on the designers and printers of these Key Plates for postage stamps and stationery as they are upon the Leeward Islands Duty Plates overprinted upon these Key Plates.

The Islands

The Federation of Leeward Islands was formed into a Crown Colony in 1871. It comprised six Presidencies, the former colonies of Antigua, Dominica, Montserrat, Nevis, St. Christopher, and Virgin Islands, administered by a Federal Executive Council from St. John's, Antigua.

In 1882 Nevis and St. Christopher combined to become the Presidency St. Kitts-Nevis. Dominica transferred to the Windward Islands on 1st January 1940. Anguilla was administered from St. Kitts until 1952 when the new Presidency of St. Christopher-Nevis-Anguilla was formed. Barbuda was administered from Antigua. The Federation was dissolved on 1st July 1956 when the Presidencies reverted to separate Crown Colonies so that each would have an equal voice in the formation of the West Indies Federation in 1958.

Part 1

1 - Background to the First General Issue

In late 1869 St. Christopher ordered through the Crown Agents (CA) 12,000 1d. stamps and 12,000 6d. stamps, for which a sum of £80 was allocated. CA when forwarding the order to De La Rue (DLR) attached specimens of the Straits Settlements 4c, which they suggested for the 6d., to be printed in sheets of 20. DLR submitted a Key Plate design similar to the Straits Settlements, plus the two duties at a total cost of £64-12-0d. It was accepted on 29th December 1869 - the date when this unique philatelic narrative begins and continues for the next 87 years - for these were to be the first postage stamps printed in two operations.

When Dominica ordered 1d., 6d. and 1s. stamps in December 1873, the St. Christopher design, with the name changed and separate duties, was accepted the same day.

In May 1879 the Colonial Secretary received the following letter from the Auditor General of the Leeward Islands: "As the Colony will be admitted into the General Postal Union (UPU) on 1st July next it will be necessary to provide postage stamps for the several Presidencies to suit the changes in the rates of postage ...I respectfully submit it would be more economical to have one postage stamp for the Leeward Islands with an initial letter to denote the Presidency from which it is issued, unless there were an objection to use a Leeward Islands stamp conjointly with those now in use"

Jan, 21. 1870

BEFORE HARDENING



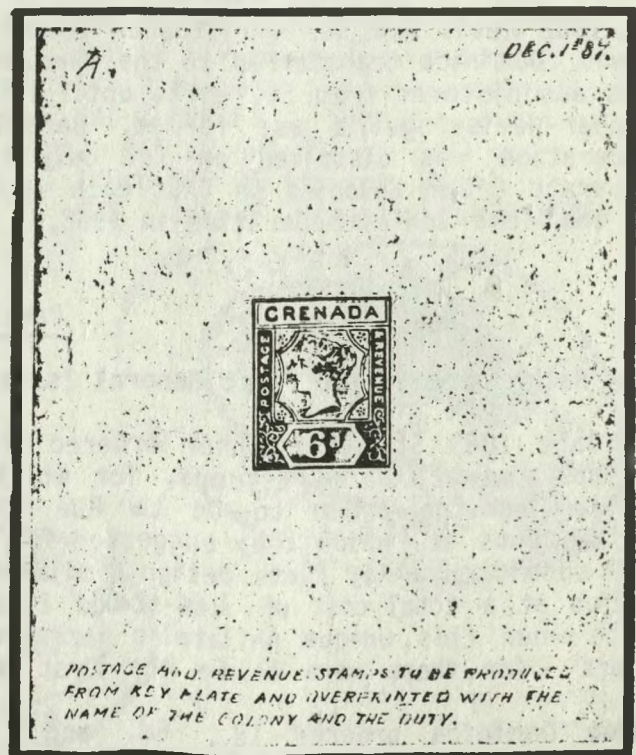
Die Proof of the St. Christopher Key Plate

From this request came the first true Key Plate design. First called the Leeward Islands Key Plate, it was accepted for the four Presidencies using other printer's plates. The existing St. Christopher and Dominica plates were retained. The new design, subsequently employed in five other colonies, was soon referred to as the General (Colonial) Key Plate.

Within a few years of its introduction Colonial authorities were requesting stamps for both postage and revenue purposes. Furthermore, with changes and additions to postage rates, new duty plates were required. This design with no wording was not suitable for a specific purpose. The variations in wording of the Grenada duty and other overprints and surcharges illustrate the unsatisfactory outcome to accommodate such requirements. Whilst DLR tried to dissuade CA from these compromises, they were much cheaper than producing new plates.

The Executive Council of Ceylon decided to increase postage rates from 1st January 1885. Prior to the Governor writing to CA requesting a series of surcharges, the Commissioner of Stamps had the previous September requested, "that denominations in stock that are supplied at uncertain intervals could have their values altered by substituting new values the 5c to be printed in Postage & Revenue." A lengthy correspondence ensued resulting in DLR producing the first Unified Key and Duty Plate design combining the small Queen's head with a large duty in numerals, capable of two color printing and employing fugitive inks.

DLR's relationship with CA by this time was such that they were informing them on what to advise their clients. Wedded to surface printing, fugitive inks and economical production for small quantities, they at last had a



DLR's Copy of 'Design Marked A'

forceful argument for replacing the Perkins Bacon and Nissan Parker plates handed over to them some fifteen years previously.

When DLR sent the following letter to CA on 1st December 1887, the contents had clearly been discussed at some length beforehand: "With reference to our various interviews with you respecting the proposed new Key Plate for the production of Colonial Unified Stamps, we beg to enclose a design marked A, which, we hope, may meet with your approval. In that design the words "Postage Revenue" alone are shown in the body of the Stamp, the name of the Colony, as well as the duty, appearing as an overprint, so that any Colony could enjoy the use of the key plate at an expense of 12 for an overprint plate of each duty that might be required. (See previous page for this design. The Artist's handpainted essay was in mauve and carmine.)

"We are prepared to make a key die and a 60-set key plate, free of charge, upon the understanding that the die and key plate remain our property....

"We enclose a second design, marked B for a 'Postage' key plate, so arranged that the value tablets and name tablets are of exactly the same size, and hold the same positions as in design A, the object of this being the same overprint plates could be used with both key plates. The two plates would take about four months to complete."



The Universal 'Postage,' 'Postage & Revenue' and 'Revenue' Types with Duty Plate Available for Each

These were accepted in a routine manner by a short letter dated 24th December, probably reflecting CA's desire and belief that it would overcome the technical problems presented when the many and varied requests received by CA were forwarded to DLR. However, it is doubtful that CA saw the momentous consequences to unfold from this decision. It was to give DLR a virtual monopoly in the printing of colonial stamps and stationery, on their terms and to their specifications for the next half century.



General Key Plate with
Handpainted Duty Plate
Submitted 24th March
1888

The next reference to Unified Key Plates occurs on 14th May 1888 when DLR reported the St. Christopher Key Plate had yielded more than 50,810 impressions and was unfit for further use. They proposed a new Key Plate of 60-set. Whilst DLR had been aiming toward introducing a Unified Key Plate for some years, yet still proposed an existing plate, it was CA who suggested advising the St. Kitts authorities the new Unified Key Plate would be preferable.

DLR reported to CA in August 1888 that the new plates were ready and "we find we can print these stamps from 120 forme Key Plates and overprint them by means of 60-set duty plates."

In January 1890 the Governor of the Leeward Islands wrote as follows to the

Colonial Secretary, London:

"I have the honor to submit to your Lordship the expediency of establishing one uniform set of stamps for postage and revenue purposes for use throughout the Colony of the Leeward Islands.

"The stamps for judicial fees are now uniform but as showing what I would almost call the absurdity of the present system of using different stamps for these purposes in the different Presidencies, I may mention there are now over eighty different stamps so used."

The letter then refers to the earlier requisition for St. Kitts-Nevis stamps when CA reported new dies would be necessary and submitted specimens. It continues, "I think a stamp similar to specimen C (the Universal Key Plate) would be suitable if altered as on the specimen, but with the value marked in white letters on the green label instead of using figures, if it be practical to do so." A design was requested showing the proposed colors for the eight values all to be marked in letters.



DLR's file copy Dated 12th July (1888) Incorrectly described General Colonial and altered to Universal



Handpainted Name and Duties in White Numerals as Requested in January 1890

words 'Postage & Revenue' were unnecessary and requested specimens of their Key Plate in fugitive ink with the Duty Plate in a different color. DLR submitted these on 24th March.

An order for a set of eight values was finally placed on 30th May, to be printed from the Universal Postage & Revenue Key Plate with the pence duties in numerals and: "for the shillings in coloured letters on a white background, with the object of making a distinction between pence and shillings which can be easily noticed."

The overprint plates, stamps, specimens and one tin lined case were invoiced on 15th October and the stamps were placed on sale at each Presidency GPO on Friday, 31st October, 1890, when all Individual issue stamps were officially invalidated.

Demand for the Universal Postage & Revenue Key Plate quickly increased. On 19th March 1895 DLR informed CA that "Plate 1 has yielded over 34,000 impressions and is no longer fit for the production of good work." They proposed making a new plate at their own cost and this was approved three days later. Plate 2 must also have worn out for there is an entry in CS Vol VIII dated 20th May 1898 - "1 repeat Universal Postage and Revenue Key Plate - 120 set - No. 3 - No charge." This remained in use until the end of Queen Victoria's reign, by when it was employed by 8 colonies. The 'Postage' type was employed for another six plus

British Honduras which used both types. About 1892 a third Universal type inscribed 'Revenue' was produced for which the same duty plates could be used for overprinting. No examples are known printed from it, except essays for Seychelles.

In February 1896 DLR received another quite inexplicable letter from CA: "We request you to inform us whether we are right in supposing that stamps can be struck from the 'Leeward Islands Head' for any Colony not already using similar stamps at a cost of 12 for each duty required. We would be obliged by your attaching a stamp of this description to this memorandum as a specimen."

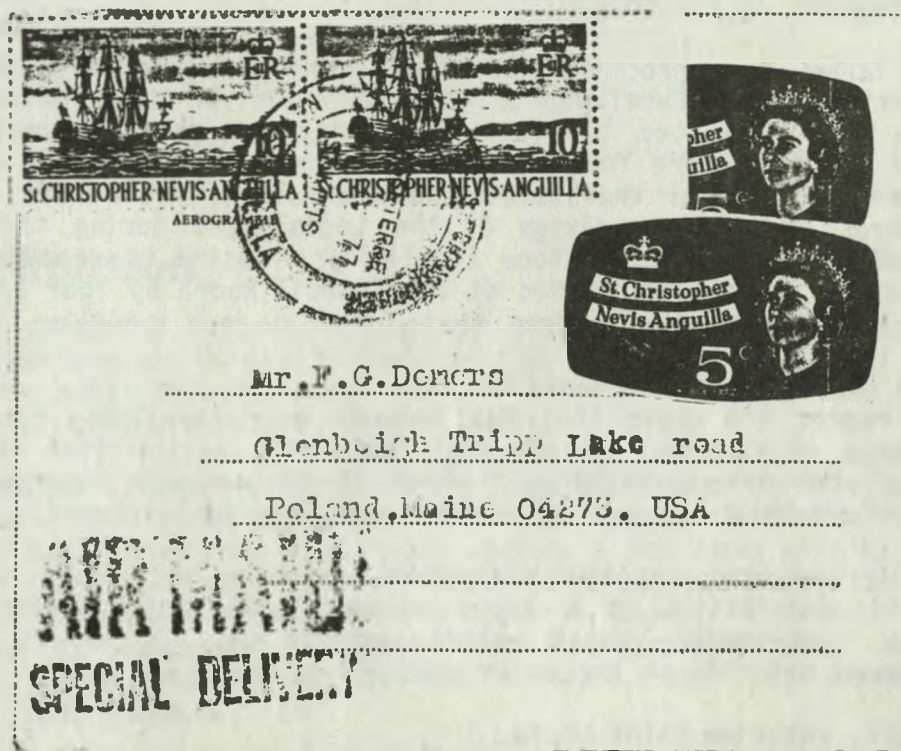
DLR's polite yet pointed reply seems to have concluded this matter: " We beg to inform you that there is no Leeward Islands Special Key Plate, the stamps for Leeward Islands being produced from the Universal Postage & Revenue Key Plate, which is of course available for any other Colony if overprint plates at a cost of 12 each are provided. Agreeably to your verbal request, we attach a specimen from your General Key Plate."

MIXED FRANKINGS ON ST. CHRISTOPHER - NEVIS - ANGUILLA AEROGRAMME

by Ben Ramkisson

A 7 JY 1977 aerogramme addressd to Poland, Maine 02475, USA shows mixed frankings and an unusual AIR MAIL / SPECIAL DELIVERY handstamp usage.

To the 5 cent aerogramme, the 5 cent "stamp" portion of a similarly valued aerogramme has been 'cut out' and pasted next to the similar value. Twenty cents additional postage has been applied to pay the international rate via air mail to the USA.



ST. LUCIA - A GEM OF POLITICAL HISTORY

by Graham C. Bartlett

In 1838 St. Lucia was included with Barbados, Grenada, Tobago and St. Vincent in one General Government, the Government of the Windward Islands and ceased to have a resident Governor, a Lieutenant-Governor taking the place of that officer with the headquarters of the Government fixed at Barbados.

In 1853 Maurice Power was appointed Lieutenant-Governor under Sir W. M. G. Colebrook, Governor.

In October 1855 the Lieutenant-Governor was forced by circumstances, which I assume to be medical, to leave for Europe, hoping to return later to his duties, but records indicate that this was the end of his term of office.

I have a letter addressed to him on 10th October 1855 by the St. Lucia Council wishing him well. The full text is as follows:

"Saint Lucia

to His Excellency Maurice Power Esquire, Lieutenant Governor of the Island of St. Lucia, and its Dependencies, Vice Admiral and Commander in Chief of the Militia forces of the same

May it please Your Excellency

We the undersigned Members of the Legislative Council of Saint Lucia, beg respectfully, on the occasion of Your Excellency's departure for Europe, to acknowledge and to thank Your Excellency for the uniform courtesy, urbanity and conciliatory spirit which has on all occasions been evinced by Your Excellency towards the Members of the Council.

We have not failed to appreciate the liberal and enlightened principles which have characterized Your Excellency's administration of this Government, and although, (as was intimated by Your Excellency on your assumption of the Government) it has been more Your Excellency's aim to maintain and carry on the laws already enacted, rather than to originate new laws, yet we are happy to say that the records of the proceedings of the Legislature during the last three years, are sufficient evidence of Your Excellency's desire to promote the public good, and that the measures initiated at the Council Board by Your Excellency are preeminently calculated to further that first object of Your Excellency's solicitude.

We sincerely regret the cause that has induced Your Excellency to resort to a temporary change of climate, but we shall hail with satisfaction the return of Your Excellency with renewed health and vigour to resume your Government which we are happy to acknowledge has been wisely and usefully administered.

We respectfully bid Your Excellency farewell, wishing you every happiness and prosperity, in anticipation of a happy meeting with your amiable and highly esteemed Lady and family, whose return amongst us, we beg to assure Your Excellency, could not fail to insure to yourself a double welcome

Council Chamber, Castries Saint Lucia.

10th. October 1855"

There then follow various signatures and titles as per the copy below.

Some of the information in these two items has been obtained by reference to 'Outlines of St. Lucia's History' by Rev. C. Jesse (1970) and St. Lucia Year Book 1964.

James Vickers, Director
 Malcolm Watts, Acting Attorney General
 R. Westcott, Her Majesty's Treasurer
 T. W. Carter, Auditor
 G. de Toppand, Esq. M. C.
 J. H. Campbell, James Macfarlane
 H. R. Sugar
 J. G. Mack
 M. C.

Personal Mention

Bob Swarbrick secured a fine silver for his entry of Jamaica at Stampex National. His exhibit comprised an in-depth study of the 1890 2-1/2d. on 4d. provisional issue. The three settings were shown with 30 examples of the double overprint in blocks and panes. Congratulations, Bob!

Malcolm Watts is organizing another "Caribbean Collectors' Convention" to be held at the Old Swan Hotel in Harrogate this year. The dates are 7th/9th November with the 8th as the main Convention Day. There will be a top class display, a speaker, a competition with two good prizes, buffet luncheon, special study group meetings, e. g. Jamaica, Leewards, and a dealers' bourse. Anyone interested who is not a member of the Roses Caribbean Philatelic Society should write Malcolm for a copy of the invitation. His address is P. O. Box 91, Harrogate, North Yorkshire, HG2 0AB, England.

Malcolm Watts is an active speaker at various philatelic societies in the UK. Since September he has visited Solihull, Lytham St. Annes, Stafford, Bradford and Preston. Soon he will be at Bridlington. He has two displays which he presents, Jamaica postal history and Turks Islands & Turks and Caicos Islands. Outside philately, he is involved in his church including leading a few services.

AN UNUSUAL ST. VINCENT 'PAQUEBOT' COVER

by Ben Ramkisson



Mr. E. H. Olsen
 c/o Pan American Airways
 U. S. Navy Yard
 Box 120
 Cavite, Cavite
 Philippines

A traveller aboard the M. V. City of New York of the American South African Line, Inc., wrote on Aug. 29th "almost to Trinidad" of her visits to a number of Caribbean ports. The prior port of call at Kingstown resulted in this ship cancel and the undated strike 'M. V. City of New York/American South African Line, Inc.' with SEA POST across the center in dull red.

PAN AMERICAN AIRWAYS COMPANY
 CAVITE, P. I.

TURKS AND CAICOS ISLANDS - NAPOLEONIC COVERS

by Malcolm D. Watts

Sometime ago I purchased a fair amount of correspondence written to or by Sir John Thomas Duckworth, the Rear Admiral and Commander in Chief of the West Indies Fleet in the late 1790's and early 1800's, during the Napoleonic period. Whilst there is, as might be expected, much material to or from Jamaica, the amount from other islands is very small indeed. It was, therefore, a great surprise and delight to find three letters from the Turks and Caicos Islands. These were not known or recorded at the time that Jack Challis and I were working on the handbook, "Turks Islands and Caicos Islands to 1950." Letters are said to have emanated from these islands as early as 1680 but without distinctive markings.

Letter No. 1, dated 3rd August 1796, is from Colonel Thos. Brown. Though no addressee is shown, it was most likely sent to Sir John Thomas Duckworth. The letter is from Fort St. George in the Caicos Islands just off Grand Caicos. The letter refers to the safe delivery of two twenty-four pounders with 100 stand of arms, accoutrements and ammunition for the protection and security of the Caicos against a possible attack by the French. "Could we have one or two artillery men to give countenance to the negroes, etc."

The letter also speaks of having some black sailors who are expert turtle catchers. They might be employed to catch 50 to 100 turtles a month which could be kept in a pond near the fort to be used at the Admiral's and General's orders.

Letter No. 2 is a short intelligence report from W. Stubbs of Blue Hills which was written at Grand Caicos on 1st August 1796. It tells of the movement of French vessels and a rumor that the Spanish will give up St. Domingo which Stubbs hopes is not true. This report was enclosed in Letter No. 1.

Letter No. 3 was written on board his Majesty's Sloop 'Snake' at Salt Key on 18th March 1804. This letter again deals with various items of intelligence concerning the movements of vessels and rumor that "this place had been captured by the French."

With the help of Jack Challis I am pleased to give details of Fort St. George:

Fort St. George

On or about 1786 Fort St. George was declared an established port of entry. The Cay or Island is situated near Pine Cay and west of North Caicos. At that time many cotton planters from the United States were creating plantations on North Caicos and on Middle or Grand Caicos. A good coastal road was eventually built and over this highway cotton was transported westward to Fort St. George for shipment to England. Goods of all kinds, chiefly from England, were brought back and entered through Fort St. George.

In December 1798, a detachment of two hundred men, selected from the 67th Royal Hampshire Regiment, was sent from Jamaica with cannon and other equipment to erect a fort on the Cay. This was accomplished in 1799. The ruins of the fort can still be seen and some of the guns are visible, submerged in the shallow ocean waters. During that time there were fears that Christophe, the Haitian dictator who had built a retreat on Inagua, was planning an invasion of the island.

Prior to Fort St. George there were a number of other forts on Grand Turk. The Fort, built in 1791, was located on a hill at the extreme eastern end of Hawks

Nest Beach. The ruins are still there. At one time there was a fort on Eve's Hill, just to the north of South Creek.

On 13th February 1783 French forces from Cape Francis in Santo Domingo siezed the Turks Islands. They left a garrison at the fort on Fire Hill, overlooking the Riding Grounds anchorage.

On 8th March 1783 Horatio Nelson, in command of H. M. S. Albemarle accompanied by H. M. S. Drake, H. M. S. Resistance and H. M. S. Tartar, landed 167 seamen and marines on Hawks Nest Beach. Two of the ships moved into the Riding Grounds area and bombarded the Fire Hill fort for two hours. The French retaliated with heavy fire power. Nelson had not expected such resistance. Realizing that there should be heavy casualties if he sent marines to take the fort, he called off the bombardment and retreated.

Information just rec^d from A. Stubbs at the Blue Hills

Capt Froth (command) an 8 Gun Sloop from Bermuda
 is here, and says he spoke a Spanish Schooner a few days
 ago, which inform'd him that two French 7th Gun Ships
 took 17 sail of Transports & a Frigate as they were coming
 down from Barbados to Hispaniola. did not say
 inform to the certainty of troops being on board, but that
 they were safely carried into Spanish St Domingo
 & that the ~~Spaniards~~ were to give up that place
 soon

The above information I hope is not
 true HJ

Letter No. 2

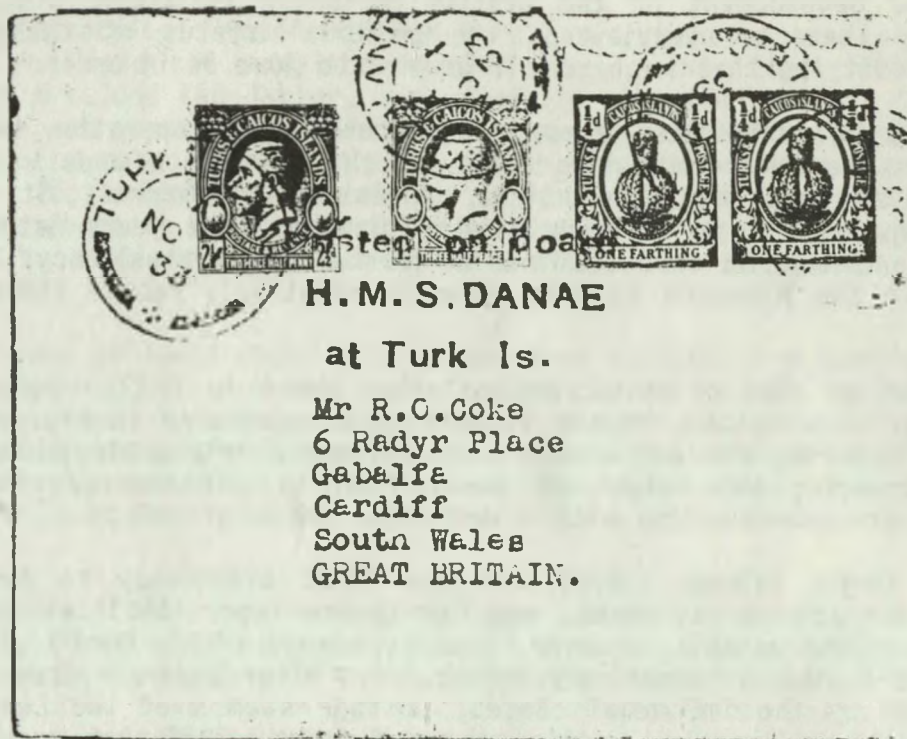
(Note: Letters No. 1 and No. 3 will be illustrated in a future journal.)

A TURKS AND CAICOS ISLANDS PAQUEBOT?

by Louis Zell

As can be seen, the cover below has a three line handstamp reading:

posted on board
H. M. S. Danae
at Turk Is.



Can or should this be considered a PAQUEBOT marking? If so, it would contradict John Challis statement that no Paquebot marking was made or used at Grand Turk¹. Perhaps, the key to the classification of the handstamp is the phrase H. M. S. Danae. The initials indicate "His Majesty's Ship" and the Danae may have been a ship of the Royal Navy which visited the island in 1933. The handstamp most probably was prepared to commemorate the visit. Would the absence of a date contradict this conclusion?

The stamps which are Turks and Caicos stamps, 2-1/2d., 1-1/2d. and a pair of 1/4d., are cancelled with a Type 4 cancellation with the date NO 1 33.

The addressee and address are, at least to me, not known on other covers. This leads to the assumption that the cover may have been sent by a member of the crew to a person not necessarily a collector. John Challis believes that this is a philatelic cover (postage rate was 2d. or 4d. registered, not 4-1/2d.) and that the handstamp is a commemorative one.

Perhaps our British friends who may have access to the British Navy register of the 1930's can confirm my assumption as to the nature of the ship. If correct, the naval records will confirm the presence of the ship at Turks Island in 1933.

1. Challis, John J., *Turks Islands and Caicos Islands to 1950*, p. 93, Malcolm D. Watts, Editor, *Roses Caribbean Philatelic Society*, Harrogate, England, 1983.

AN OVERVIEW OF THE POLITICAL STATUS IN THE BRITISH CARIBBEAN

AS SEEN THROUGH ITS POSTAGE STAMPS

by Dr. R. A. Ramkissoon

With this special issue of the *Journal* devoted to the 25th anniversary of the activities and development of the British Caribbean Philatelic Study Group, it seems fitting that an overview of the political status of these enchanting islands and countries that we have all learned to love is in order.

LEeward ISLANDS 1871 The first measure of inter-island cooperation was attempted in 1871, when the Federated Crown Colony of the Leeward Islands was formed. It consisted of six presidencies (Antigua, Dominica, Montserrat, St. Kitts with Nevis and Anguilla and the British Virgin Islands). Nine years later (1882) St. Kitts, Nevis and Anguilla were combined to form a single presidency. Dominica was transferred to the Windward Islands group in relatively recent times (1 January 1940).

From the point of view of philatelic activity, there is little to say, since all of the member presidencies of the Federation discontinued their own issues (31 October 1890). During the long period that followed, only a single key-type issue was used, covering the reigns of Queen Victoria all the way to the Queen Elizabeth II era, terminating with a definitive issue of 1956.

The British Virgin Islands (1899) was the first presidency to begin the re-issuance of its own postal paper, and four years later (1903) all the remaining states followed the example. However, postage stamps of St. Christopher and Nevis never were re-issued. Interestingly enough, even after separate issues were begun and maintained by the individual states, postage stamps of the Leeward Islands were continued concurrently. It was not until 1 July 1956 that such issues were discontinued, as each constituent member state became a separate colony.

WINDWARD ISLANDS Barbados, Grenada, St. Lucia, St. Vincent and later Dominica (1940) comprised the Windward Islands crown colony. It differed from the Leeward Islands crown colony in that it never issued its own postage stamps. This group of colonies never did achieve the harmonious development or purpose one would expect from a political unit.

THE BRITISH WEST INDIES FEDERATION Despite these moves to form federated colony governments involving both the Leeward and Windward Islands, it was not until 1947 that at a conference held at Montego Bay, Jamaica, the idea of a West Indian Federation was accepted. A decade later (1958) saw the inauguration of the Federation. However, a noble attempt as it was, the organization was doomed to failure, with the complexities of the problems faced. These include not only ignorance and inter-island jealousies, but other mightier matters of finances, political issues, distance and, perhaps most of all, the delicate balance between the larger and smaller islands. The economic significance of these differences seemed to magnify with the passage of time, so that, less than four years later, (1965), Jamaica held a referendum which indicated the people's choice of independence. Trinidad quickly followed, becoming independent on 31 August 1962. Thus, with the two largest islands gone, and with these the major segment of population and finance, the ill-fated Federation collapsed. The remaining lesser islands were now left to seek new solutions to their problems of political survival. A common design of three stamps and colors were issued by each of the ten constituent territories, and it is about all that is left to remind us of this ill-fated venture.

ASSOCIATED STATEHOOD (1967) With the collapse of the Federation and the independence of Jamaica and Trinidad established, the fate of the smaller islands called for much consideration. With the emergence of new nations over much of Asia and Africa, which heretofore were colonial entities controlled and dominated by the well-known colonial powers, made continuation of colonial status clearly not the answer to the political future of the islands. However, independence, as desirable as it may be, means responsibility to manage one's internal and external affairs--at least one would expect complete control of internal affairs and strict financial responsibility.

So the idea of "Associated Statehood" was born, as a compromise between colonial status on the one hand and complete independence on the other. This political status does not preclude the latter, and hopefully sets the state on the road to full independence, at a pace it chooses as it becomes competent and able to cope with and accept the responsibility needed. Under this status, the state controls the legislature (both legislative and executive bodies) by universal suffrage. The Governor continues to be appointed by the Sovereign, who remains as the head of the state. Thus, all internal and domestic affairs are controlled entirely by the state itself.

How is independence achieved under this compromise status? If a territory wishes to become independent, it must so move in both houses of its parliament. The Governor, being bound by the wishes of the people, must order a national referendum. If the vote for independence carries a two-thirds majority, then independence follows automatically. But once achieved, the state may not undo the course of its history by seeking to revert to a former dependent status politically.

"Associated Statehood" was achieved by Antigua (27 February 1967); Dominica (1 March 1967); St. Christopher-Nevis-Anguilla (27 February 1967); Grenada (3 March 1967); and St. Lucia (3 March 1967). The philatelic announcements of these major political changes have been shown by special commemorative issues of Antigua, (Scott 186-89), St. Christopher-Nevis-Anguilla (Scott 182-84). Grenada overprinted its definitive issue, initially four values in silver, (Scott 237-40) and, later, the entire set in a black overprint, (Scott 246-60). St. Lucia also overprinted its definitive issue with a speculative overprint in two separate colors that created a great philatelic stir, (Scott 215-25) and also a special airmail stamp, (Scott C1). St. Vincent became an "Associate State" on 27 October 1967, issuing a set of commemorative stamps, (Scott 276-78).

INDEPENDENT COUNTRIES When Jamaica and Trinidad became independent (1962), philatelic recognition of these events was made by Jamaican commemoratives (Scott 181-84), and overprinting of existing definitives Scott (185-95, 208-16). Trinidad issued a set of five commemoratives (Scott 105-09). The collapse of the West Indies Federation which this began was followed by talk of an Eastern Caribbean Federation, but this did not materialize. Other islands began to seek independence with this background. Barbados was one of the first to achieve this status (30 November 1966), and announced this fact to the world by issuing a set of four stamps (Scott 290-93). A year later, its first anniversary of independence was marked by a commemorative set of four values (Scott 298-301).

The next fully independent nation to emerge was Guyana (formerly British Guiana) on 26 May 1966. There were four stamps prepared for independence (Scott 20-23), as well as overprinting the definitive issues of British Guiana (Scott 1-19). The story at this point becomes extremely complex, since there occurred at this time changes in watermark of the paper used for the definitives due in part to a rationalization of paper stocks before printing by the Crown Agents. The net

result was a spectrum of watermark varieties of stamps now occurring on three different types of watermarks -- Script CA, Block CA upright and Block CA sideways! But this tale is not yet complete -- for as stocks of these overprints began to get low, it apparently became necessary to bridge the gap, and rather than get London overprints (which would take too much time), or revert to the British Guiana definitives of colonial days, local overprints were authorized and issued. The type face is quite distinctive for these local overprinted issues. Besides the varieties one might expect from such local surcharge operations, a number of watermark varieties are known, although not as numerous as those of the London overprints (Scott 32,32A-H, 32I-T).

REPUBLICS IN THE BRITISH COMMONWEALTH On 23 February 1970 Guyana became a republic issuing four commemoratives for that occasion (Scott 106-09). Its participation in the Caribbean Development Bank was marked by a 23 February 1971 issue of three values which also celebrated Republic Day for 1971 (Scott 122-24). Other issues for Republic Day followed in 1974 (Scott 188-91), and 1975 (Scott 210-13). The 10th anniversary of independence was commemorated on 25 May 1976 (Scott 239-242a).

Trinidad and Tobago inaugurated its Republic status on 1 August 1976, which was commemorated on 26 July 1977 by three stamps and a souvenir sheet Scott 272-74a). The 20th anniversary was marked by a 20 December 1982 release of four commemoratives (Scott 374-77). Prior similar anniversaries were commemorated for the fifth year, 31 August 1967 (Scott 123-26 being overprints of Scott 93, 94, 116 and 100, FIFTH YEAR/INDEPENDENCE/31st AUGUST 1967). A special handstamp was used on first day covers for this milestone (Fig. 1). For the ninth year, (Scott 201-02); tenth year, 28 August 1972 (Scott 219-22a); and the eleventh year, 30 August 1973 (Scott 235-38a) commemorative stamps were issued. The formation of the NATIONAL/COMMERCIAL/BANK was marked by an overprinted issue (Scott 146) released on 1 July 1970 (Scott 187).

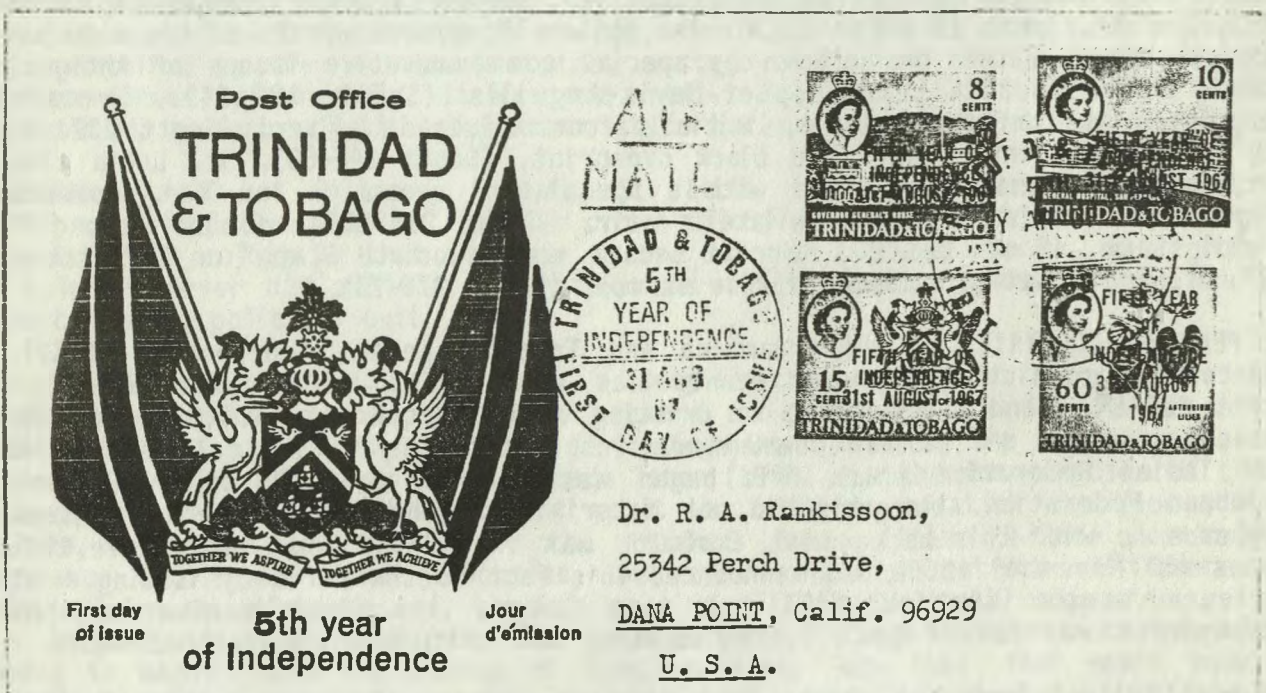


Fig. 1

(To be continued in a future journal.)

Secretary's Report

NEW MEMBERS

All applicants listed in the March 1986 Journal have been admitted to membership.

NEW APPLICANTS

TISHMAN, Gerald, P. O. Box 758, Jackson Heights, NY 11372
Collects Australia, Bermuda, US coils, by Howard C. Austin.

WILCOCK, Lionel, 6 Llanwenarth View, Govilon, Nr. Abergavenny, Gwent, NP7 9PL,
Wales, Physical Education Teacher, Collects general BWI, by Malcolm D. Watts.

BENNETTS, Mark P., 24 The Parade, St. Helier, Jersey, Channel Islands
Dental Surgeon, Collects Bermuda covers, proofs, essays, by Malcom D. Watts.

BUSE, Raymond L., Jr., P. O. Box 709, Covington, KY 41012
Executive, by Howard C. Austin.

HAMM, Arthur C., P. O. Box 1406, Wall Street Station, New York, NY 10268
Stamp Dealer, Collects high value key plate stamps, by Harry T. Whitin.

LABIUK, Eugene, P. O. Box 1193, Postal Station B, Mississauga, Ontario L4X 1W9,
Canada, Printer, Collects Dominica, Canada, Ireland, by Howard C. Austin.

RESIGNATIONS RECEIVED

BARTLETT, Edmund

ADDRESS CHANGES/CORRECTIONS

ANDERSON, Robert J., P. O. Box 881015, San Diego, CA 92108

BAKER, John W., 119 Cotes Road, Barrow-on-Soar, Leicestershire, England

BLACK, H. Moreton, 7, Netherblane, Blanefield, Stirlingshire, G63, Scotland, U. K.

BOYLAN, Russell J., 27 Arkana Terrace, Moranbah 4744, QLD., Australia

CAMERON, Ewan, P. O. Box 472, Constant Spring P. O., Kingston 8, Jamaica, W. I.

CUSICK, Tom, change zip code to 60540

EDWARDS, Paul J., P. O. Box 4130, Houston, TX 77522 (new zip code)

GERSCH, William, c/o William Kuttner, 3535 Chevy Chase Lake Drive, Chevy Chase,
MD 20815

LEVERTON, Allan, Bridger & Kay Ltd., 128 Popes Lane, Ealing, London, W5 4NP,
England

SCRIVENS, R. F. T., 49 West Broadway, Henleaze, Bristol, BS9 4SY, England

SWARBRICK, Robert V., add post code LE14 3BY

VINSON, John, 219 Canoga Park, San Antonio, TX 78245

YARRY, Dr. Irvin M., 104-40 Queens Blvd., Apt. 225, Forest Hills, NY 11375

AN UNISSUED TRINIDAD BRITANNIA DE LA RUE VARIETY

By Dr. Ben Rankissoon

The 1890 to 1901 De La Rue Britannia on watermarked Crown CA paper, perforated 14, illustrate a number of unusual varieties.

One of the foremost of these is the unissued 3d. surcharged 5d. value which, when found, is usually seen as a UPU Specimen overprint (Fig. 1).

A recent example of this rare stamp was affixed to a reference page dated November 99 without the 'Specimen' portion of the surcharge (Fig. 2). This appears to be one of the less than 10 known copies reported in collections, auctions and personal correspondence.



Unissued
3d Overprint

Fig. 1



Unissued 3d
Overprinted
Issue

Fig. 2

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