

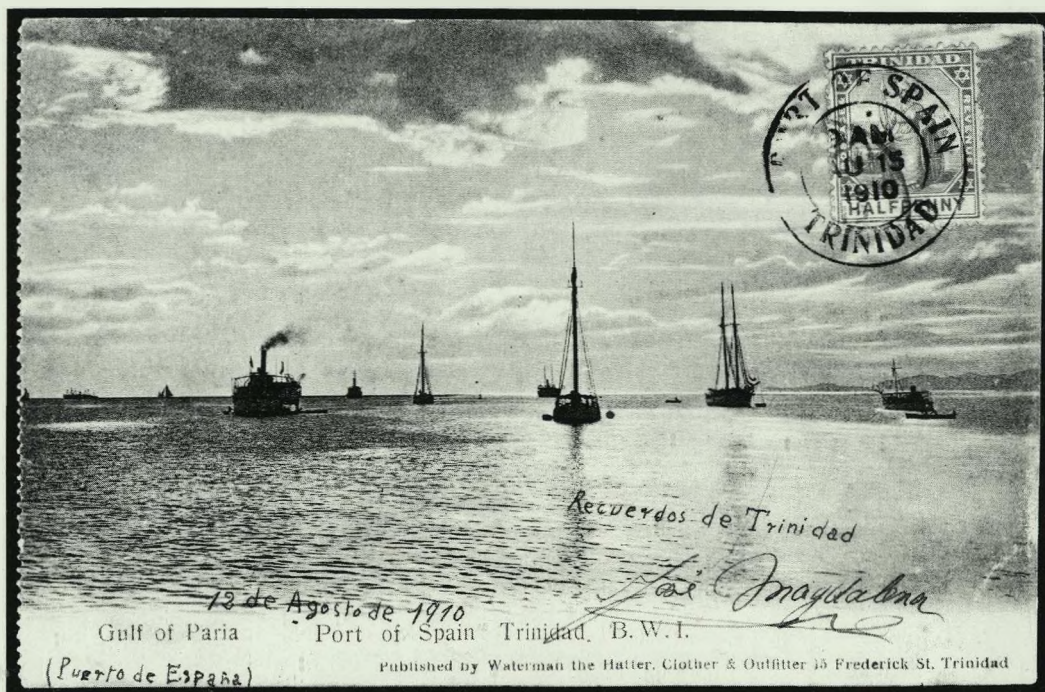
# BRITISH CARIBBEAN PHILATELIC JOURNAL

PUBLISHED BY THE BRITISH CARIBBEAN PHILATELIC STUDY GROUP

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EDITOR: Mark W. Swetland, 32 Cat Brier  
Lane, Hilton Head Island, SC 29926  
Phone: (803) 757-3326

MARCH 1990



**A Trinidad Picture View Postcard with Forged Trinidad  
Cancellation (See article on Page 20)  
(Photo courtesy of Dr. Ben Ramkissoo)**

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**PRESIDENT:**  
Mr. J. L. Fredrick  
2775 Mesa Verde East  
Apt. S104  
Costa Mesa, CA 92626  
(714) 561-2486

**VICE PRESIDENT:**  
Dr. Peter P. McCann

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**VICE PRESIDENT:** Dr. Peter P. McCann, c/o Merrell  
Dow Research Institute, 2110 East Galbraith  
Road, Cincinnati, OH 45215 (513) 984-2749

**SECRETARY:** Dr. Fitz Roett, 12 Massey Place, S. W.  
Calgary, Alberta T2V 2G3, Canada (403) 259-6094

**TREASURER:** Tom Cusick, 865 Appomattox Circle,  
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**AUCTION MANAGER:** Jack Harwood, P. O. Box 32015,  
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**LIBRARIAN:** W. Danforth Walker, General Delivery,  
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**PUBLICITY CHAIRMAN:** Mariano (Mike) B. DeLise,  
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**NEW ISSUES EDITOR:** Bruce Watts, P. O. Box 619  
Idyllwild, CA 92349

**ADVERTISING MANAGER:** Robert C. Danzer, 19 Fox  
Hunt Lane, Great Neck, NY 11020 (516) 487-3969

**REPORTER-AT-LARGE:** Dr. Gale J. Raymond, P. O.  
Box 35695, Houston, TX 77235 (713) 887-2731

**PUBLICATIONS CHAIRMAN:** Dr. R. A. Ramkissoon,  
3011 White Oak Lane, Oak Brook, IL 60521  
(312) 963-1439

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For March issue: 15 January  
For June issue: 15 April

For September issue: 15 July  
For December issue: 15 October

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## FROM THE EDITOR'S DESK

You still have time to order the reprints of BCPJ Vols 1-9 from Michael Vokins, Cecil Powell Centre, University of Bristol, Old Park Hill, Bristol, BS2 8BB England. The price is £30 sterling (US \$50.00) plus shipping. UK parcel post is £3.10p. International surface mail costs approximately US \$12.00 (£6.92). The reprints will include all the study papers issued with the first nine volumes plus the pages to complete them which came out with volumes 10 and 11.

Please note Jay Fredrick's first President's Message on the following page. It is important.

Guy Dillaway of Triad Publications has just announced the publication of **THE POSTAL HISTORY OF THE CAYMAN ISLANDS** by **Thomas Giraldi** and **Peter McCann**. Price for the standard edition is \$50 and for the limited library edition, boxed and numbered, \$125. Triad's address is 30 Drabbington Way, Weston, MA 02193, telephone (617) 899-1181.

If your 1990 dues are not yet recorded in my data bank, your envelope bears a yellow sticker reading, "MEMBERSHIP/EXPIRED/LAST ISSUE". Unless you have already paid or now pay your 1990 dues, this is the last issue which you will receive. If your payment was made recently, you may be confident that word will reach me and you will continue to receive the journal.

Since Jean and I will be overseas for about four weeks in May (see annual meeting notice on page 15), the June journal will be put together and go to the printer on the first of May. This will let me post it to all shortly after the 1st of June. For this reason all material for the June issue must be in my hands by the 10th of April.

## NEW OFFICERS ELECTED

The trustees have elected new officers for the term 1990-1991. The new President is Mr. Jay Fredrick, and new Vice-President, Dr. Peter McCann. The full slate of officers elected is:

President	Mr. J. L. Fredrick
Vice President	Dr. Peter P. McCann
Secretary	Dr. M. Fitz Roett
Treasurer	Mr. Tom Cusick
Editor	Mr. Mark W. Swetland
International Director	Mr. R. V. Swarbrick

The officers and other chairmen serving the British Caribbean Philatelic Study Group are listed on the inside front cover of the journal facing this page. The list includes telephone numbers where they were available to the editor. As other numbers become known, they will also appear.

## PERSONAL MENTION

Member **Keith Klugman** will be returning to South Africa where he has been appointed professor and chairman of the department of clinical microbiology based at Baragwanath Hospital just outside of Soweto. He says he will miss the ease of communication with fellow members. His exhibit has garnered major awards when shown here. Our best wishes for continued success in his career and his philatelic pursuits go with him.

Mr. Columbus, member **David Nye**, has issued a Winter 1990 Net Price Sale Catalog of Colimbus stamps which includes recent issues from the British West Indies. Those interested in seeing a copy should write David at P. O. Box 1492, Frankenmuth, MI 48734.

**Ben Ramkissoon** has announced that in 1989 the British Caribbean Philatelic Study Group was the honored recipient of a major donation from member **Calvet Hahn**. We are most grateful to Mr. Hahn for his assistance to the Group and appreciate his interest in our future. With his donation which is being applied to our Publications Fund, we will move forward with several new publications.

## THE PRESIDENT'S MESSAGE

by Jay Fredrick

One of the primary motivating forces behind the establishment of our Group in 1961 was to create direct lines of communication with and between our members for the purpose of exchanging "research" information. This has been accomplished primarily through our publications and our scheduled meetings and, most importantly, by encouraging one-on-one relationships with each other, either in writing, by telephone, or by personal contact. This issue of the journal contains a membership address list which will further the one-on-one relationship. Members's interests and a list of members by geographical area will follow later.

In retrospect, we have most successfully carried out this goal. And, over the years, we have "profited" from the lasting friendships, the exchange of vast amounts of philatelic information, and the maintenance of a "team" approach to getting things done together. I can assure you that I will continue on these same paths as our past Presidents! And I know that I can count on you for the same kind of support you have provided them.

During 1986-1989 (2 terms) under the leadership of our immediate past President, Ben Ramkissoon, we have seen our organization flourish. Our quarterly Journal has been greatly improved, and this has been recognized by its receiving increasingly higher competitive exhibition awards. Our membership has been maintained at viable levels, augmented by the 1988 merger with The Roses Caribbean Philatelic Society of England and establishment of the BPCSG(UK). Through a series of annual meetings, starting with AMERIPEX in 1986, then Toronto in 1987, Fort Lauderdale in 1988 and, most recently, Dallas in 1989, we have gotten our organization's "message" across to many new collectors who share our interests. This was furthered by our exhibit frame at World Stamp Expo '89 in Washington, DC, this past November. Our next opportunity to "spread the word" about ourselves will be at Stamp World London 90 from May 3-13.

Since my term spans 1990-91, it includes our annual meeting in Indianapolis in September 1991, when we will be celebrating our 30th Anniversary. Let's have your ideas on how to make this event a memorable one!

I would be remiss if I did not point out that Ben revitalized the concept of "country" Group Leaders, thus restoring part of the effectiveness of our communications goals. And the auctions at our annual meetings have thrived due to excellent cooperation and management and have provided financial benefits to both the Group and the consignors. For all of us, just let me say, "Thanks, Ben!"

To continue our successes, there is much that YOU can do:

1. Encourage informal meetings or get-togethers in your area at a local or regional show. Jack Harwood at SARAPEX '87, Bob Topaz at APS/Boston in 1987 and Bruce Watts at SESCAL/Los Angeles in 1988 all arranged successful regional meetings.
2. Volunteer your services and talents to the "team" that gives "life" to our organization.
3. Respond, if needed, to future "special" fund raising events in the same splendid manner that you did in our recently successful Journal desktop computer system drive.
4. "Sell" the Group to your fellow collectors to help expand our membership.
5. Sound off - good or bad - to express YOUR views on the manner or direction that the present administration is, or will be, advocating.
6. And last but not least, pay your current dues, if you have not already done so.

By responding positively to the above "actions", you can express your personal thanks to Ben, and all the others that preceded him, for their jobs well done! Together, we can keep up the good work they started and/or fostered.

P.S. As my first official act, I am pleased to announce the appointment of Ben Ramkissoon as Chairman of our Publications Committee to handle several current projects. (Want to play follow-the-leader?)

## THE TRANSATLANTIC CLOSED MAILS TO BERMUDA VIA NEW YORK, 1861-1868

by M. H. Ludington

Since 1854, the Packet Mails between Great Britain and Bermuda were taken by the Cunard steamers running between Liverpool and Boston via Halifax. At Halifax the mail bags for Bermuda were transferred to the Cunard branch line steamers that ran every four weeks to Bermuda and St. Thomas. The schedules of the two lines did not always coincide and the mail very often had to wait a week or more before it could be forwarded, thus making the average transit time at least three weeks.

In 1860, the G.P.O. in London proposed a new monthly service via New York by the direct Cunard steamers from Liverpool to that city. The letters were to be sent in sealed bags, which the New York P.O. would transfer to the next available sailing vessel bound for Bermuda, and it was hoped that this would be faster than sending the mails via Halifax. The return mails by this route were also expected to be faster.

The negotiations between all concerned took some time to settle and the new service only started in August 1861. Unfortunately, the postage rate via New York had to be increased. The rate via Halifax since 1854 had been 6d per half ounce, of which 1d was credited to Bermuda, and prepayment was optional. But since the mails passed through a foreign country, the United States, letters by the new service had to be prepaid. In addition, a transfer charge of 2d per letter had to be paid to the U.S.P.O., and a further 1d Ship Letter fee paid to the Captain of the sailing vessel, this to be paid by the Bermuda P.O. Thus the postage rate via New York was 9d per half ounce. Then, starting on 1 April 1863, the British rate to or from her colonies was increased from 6d to 1s, making the rate via New York 1s 3d.

Though the higher rate was accepted by some in England, thrifty Bermudians seemed to have been very reluctant to pay it. Though the service lasted from August 1861 to September 1868, no examples of any letters from Bermuda sent via New York have yet been found, and only three from England to Bermuda. After the service started, it was found that on many occasions the sailing ships bound for Bermuda did not sail at suitable times and many were unfortunately delayed en route by contrary winds or bad weather, making the service slower than via Halifax.

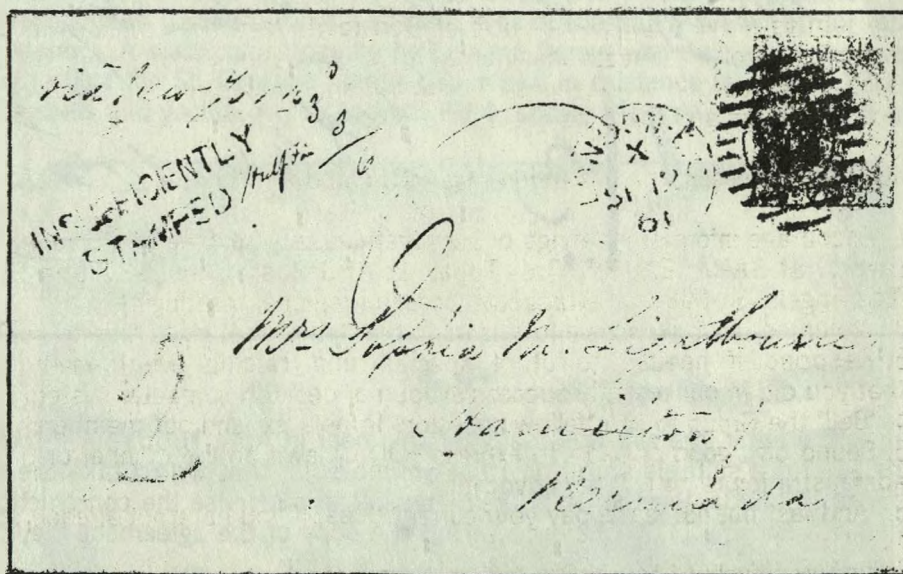


Fig. 1

Of the three recorded entires, two were insufficiently prepaid, resulting in postage due and fines, which had to be paid by the recipients. Such letters were charged the shortage plus a fine amounting to the full rate, 6d to 1863, 1s afterwards, divided equally between the G.P.O., London,

and the Bermuda P.O. Thus, the first entire illustrated (Fig. 1) was only prepaid 6d, of which 2d, marked in red crayon, was credited to Bermuda. There was a shortage of 3d plus a fine of 6d, 3d to the G.P.O. and 3d to the Bermuda P.O. due on delivery. The G.P.O. added the handstamp "INSUFFICIENTLY / STAMPED" and "3d plus half fine 3d = 6d" in black ink to denote its share of the amount due. This was crossed out and "9" substituted in blue crayon by the Bermuda P.O. to include its own share of the fine. The second entire (Fig. 2) shows an underpaid letter after the postage had been increased to 1s and the resulting increased fine.

The first letter was prepaid by a G.B. 6d, wmk Emblems, cancelled London, E.C. SP 12 61. Sent by the PERSIA from Liverpool on the 14th, it arrived in New York on the 25th. The next vessel for Bermuda was the brigantine PRINCESS ROYAL, which left on 3 October and arrived at St. Georges on the 16th, a very slow passage. There is no arrival datestamp. This was only the second closed Mail, yet it took 34 days to arrive, much slower than via Halifax, which normally took about three weeks.

The second letter (Fig. 2) is of some historical interest. During the American Civil War it was found that some of the blockade runners and other ships which came to St. Georges required repairs to their hulls or other underwater parts. There was no drydock or other means to effect such repairs except for the age old method of towing the vessel into shallow water, such as Mullet Bay nearby, and careening it. A Nova Scotian, D. A. McColl, residing in St. Georges, suggested in 1864, at the height of the blockade running activities, that a company be formed to purchase and install at St. Georges a marine slip. With difficulty, he was able to persuade enough Bermudians to invest in his project and ordered a marine slip from a manufacturer, Patterson, McNully & Co. of Liverpool.

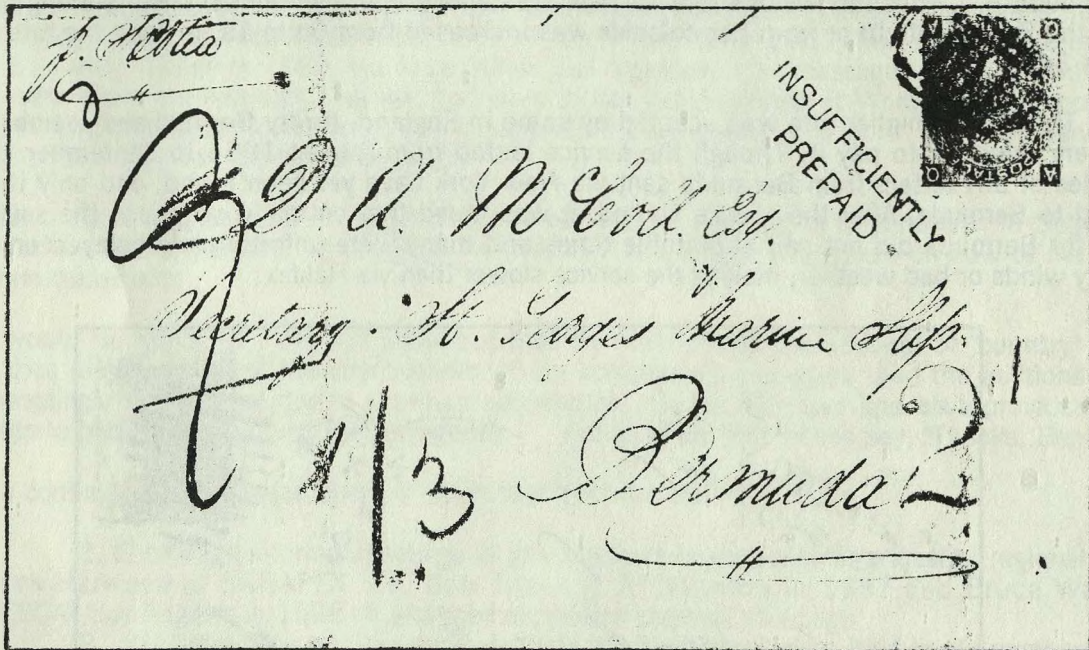


Fig. 2

According to the letter, the slip was ready for shipment in April 1865, but it took the manufacturers six months to find a suitable ship "for a reasonable sum" that would take the machinery and equipment directly to Bermuda, together with their engineer to supervise the construction and installation. They had finally found the ELECTRA, and enclosed a copy of the agreement they had made with her Captain.

The letter (Fig. 2) endorsed "per Scotia", was partly prepaid by a 1s G.B. Plate 4 of 1865, cancelled "466" in bars, with the Liverpool datestamp of 7 OC 65 on the back. "INSUFFICIENTLY / PREPAID" in black and "2d" in red, the credit to Bermuda, are both on the front. The shortage of 3d plus half the fine, or 6d, making 9d due to the G.P.O. is in black ink on the front. This has been corrected to 1/3 in blue crayon on arrival to include Bermuda's share of the fine. The Hamilton Type PM4 of OC 30 1865 is in black on the back.

The SCOTIA sailed on 7 October and arrived in New York on the 19th. There the mailbag was transferred to the bark ELIZA BARSS, which sailed on the 23rd and arrived at Hamilton on the 30th, from where the letter was forwarded to St. Georges. The total transit time was 23 days.

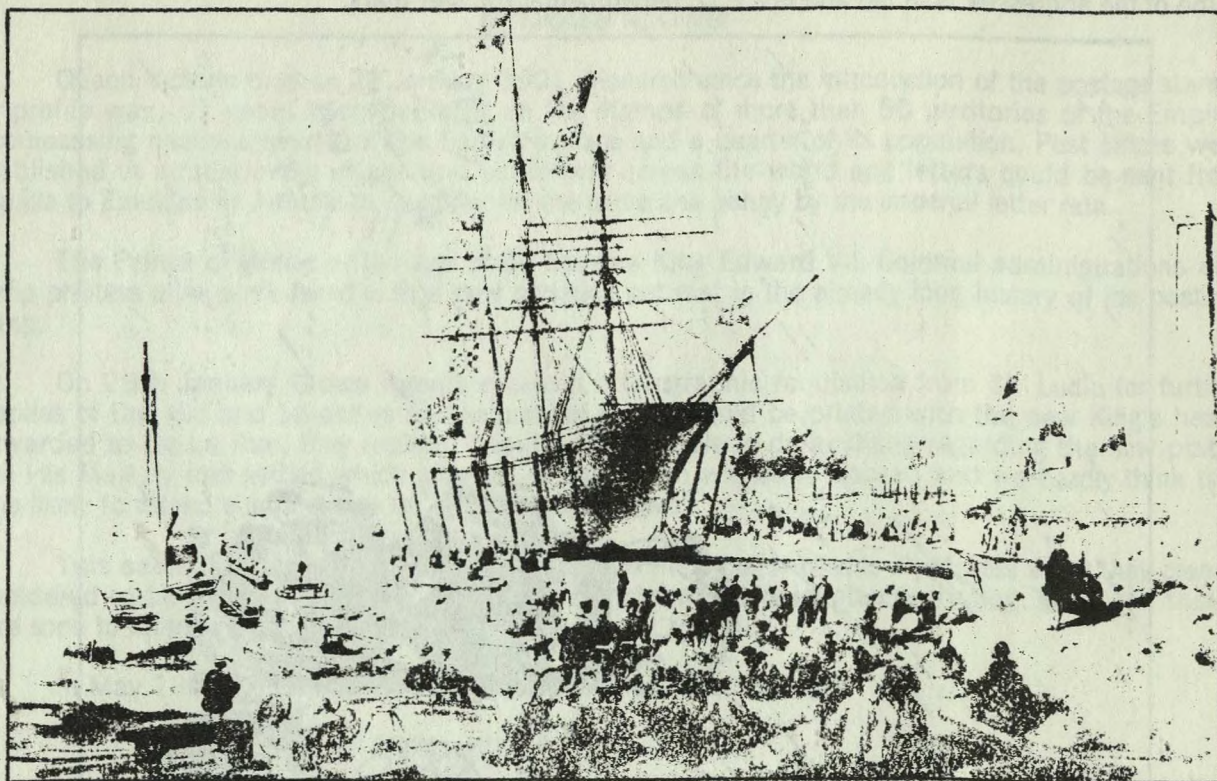


Fig. 3

The marine slip was tried out on 20 March 1866 and officially inaugurated the following day, when the Norwegian bark GRENMAR, of 441 tons, was successfully drawn up for repairs in front of a crowd of well-wishers. A watercolor drawing by Edward James was painted of the event, (Fig. 3). It is interesting to note that the St. Georges marine slip is still in existence after over 120 years and is still used by small vessels and yachts. A photograph, Fig.4, shows the way it appeared in 1974.

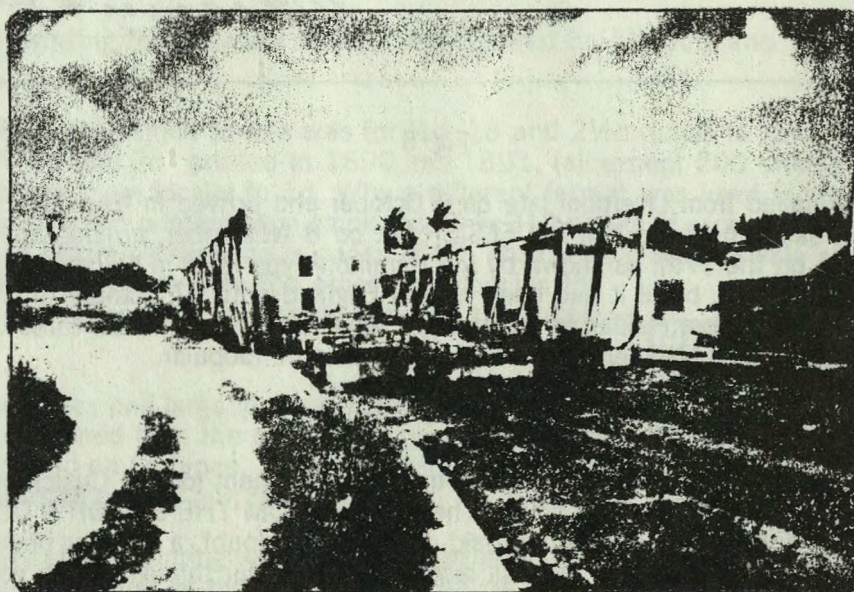


Fig. 4

The third letter (Fig. 5), from London on 6 October 1866 and endorsed "Via New York", was fully prepaid by a 1s G.B. Plate 4 and three 1d stamps of Plate 101. The 2d credit to Bermuda in red crayon is faintly marked over "lton" of "Hamilton" and the "B" of "Bermuda". The "quartered circle" on the name of the addressee is in red and is a P.O. departmental transfer mark.

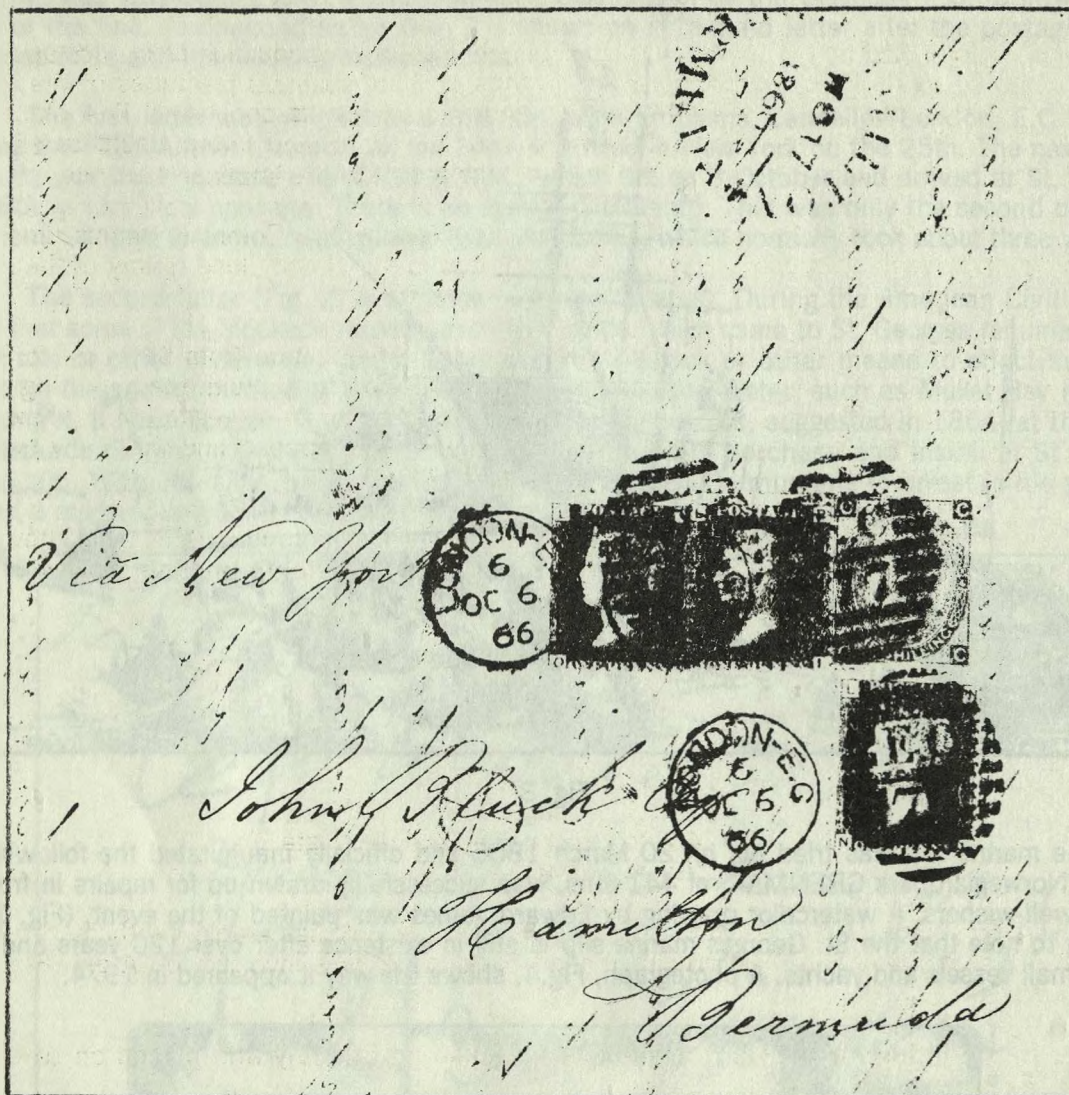


Fig. 5

The SCOTIA sailed from Liverpool late on 6 October and arrived in New York on the 16th. No vessel for Bermuda sailed until the brig EXCELSIOR left on 8 November, arriving at Hamilton, after a very stormy passage, on the 17th, as shown by the Hamilton Type PM4 in black on the back. Thus the letter was 42 days in transit, but if it had been held in England until 27 October to go by the JAVA to Halifax and by the DELTA from Halifax to Bermuda, it would still have arrived three days earlier! It is not surprising that the Closed Mail service via New York was so unpopular.

### 1990 DUES REMINDER

If your 1990 dues are unpaid, please take time to remit them to Tom Cusick or Bob Swarbrick. Their addresses are on the inside front cover. The note in FROM THE EDITOR'S DESK stresses the importance of making sure that your dues are paid. If you are in doubt, a letter or phone call to Tom or Bob will get you a prompt answer. The address label shows the year through which your dues are paid in the editor's mailing list data bank. Please check it now if you see a yellow label on your envelope.



## LEEWARD ISLANDS - PART V

by Michael N. Oliver

5.1 Queen Victoria died on 22 January 1901. Monarch since the introduction of the postage stamp, her profile was, 61 years later, depicted on the stamps of more than 50 territories of the Empire, encompassing nearly a quarter of the Earth's surface and a quarter of its population. Post offices were established in almost every village and settlement across the world and letters could be sent from Anguilla to Zululand or Aitutaki to Zanzibar for the same one penny by the Imperial letter rate.

The Prince of Wales at the age of 60 became King Edward VII. Colonial administrations and stamp printers alike were faced with a new situation not met in the already long history of the postage stamp.

5.2 On 29th January Crown Agents received a telegraphic requisition from St. Lucia for further supplies of the ½d and 1d duties and requested if they could be printed with the new King's head. Forwarded to De La Rue, they replied "It will be impossible to do anything regarding the new plates until His Majesty has settled which likeness of himself he wishes to appear, and we hardly think that he is likely to attend such matters for another week or two".

This seemingly rather arrogant reply to one of their major clients illustrates what they clearly considered to be their unassailable position in British and Colonial stamp printing. However, things were soon to change to which I shall return later.

5.3 In May 1901 De La Rue recorded in their Colonial Stamp Books:

### Universal Plates with King's Head

120 set - Postage  
120 set - Postage & Revenue (Plate 1)  
240 set - Postage & Revenue (Plate 2)  
120 set - Revenue

These were made at no cost to the Crown Agents or the Colonies employing them. "To engraving an Original Head Die of His Majesty with shaded background" was invoiced to CA on 28th August in the sum of £200.

The first printing for Leeward Islands was packed on 5th July and placed on sale on 1st September 1902.

5.4 The previous requisition to this was for ½d, 1d and 2½d duties in June 1901. With unsold stocks of the 4d, 6d and 7d printed in 1890 and 1891, (all except 200 sheets of the 6d) it was decided to surcharge them locally to 1d. Why a different format was used for the 1d on 7d is not known unless two different printers were employed. Only 310 sheets of each duty were surcharged, the selvages removed before overprinting in panes of 60. They were placed on sale at Antigua G.P.O. on August 11th 1902, despatched to the other Presidencies the same day and remained on sale for several years until the supply was exhausted.

Complete panes and large multiples exist and the latter can usually be positioned from the one clearly constant variety on the 1d on 4d & 1d on 6d types. This is the tall "O" of "One" (Fig. 1) present on stamps 1/1, 5/3, 5/5 and 7/4.

The quality of overprinting was generally very poor and, although an interesting study of these surcharges can be made, very few of the varieties or flaws are constant.



Fig. 1

5.5 The Universal Postage & Revenue type was retained for the King Edward issues. The King's head was set against a solid background and a crown added breaking into the name tablet.

Four important changes were introduced by De La Rue between 1902 and 1907.

1 - The 240 Forme Universal Key Plate

Two plates were made, Plate 1 in 120 forme and Plate 2 in 240 forme, both in 1901, and used concurrently throughout the reign. The Plate No. is present in the four outer corners in both formes. (See Fig. 1, W/N 147, June 1988.)

2 - Change in Watermark

To overcome difficulties with registration and also to accommodate different sized stamps, the watermark was changed in 1903 to Multiple Crown and CA comprising 237 per pane including the selvages.

3 - Chalk Surfaced Paper

It had been brought to the attention of the printers that fraudulent removal of pen and fiscal cancellations could be effected with sufficient expertise to deceive local administrations.

In 1903 De La Rue commenced experimenting with various paper coatings and decided upon chalk surfacing, first used the following year. Whilst this method effectively achieved the desired objective, it caused problems in the quality of impressions, producing wide variations in shade and density, mostly in the doubly fugitive inks.

This is believed to be due to chemical interaction between the ink pigments and/or the new nickel plate coating with the chalk surfacing. It is thought this was applied by hand giving uneven coverage which also contributed to the variations in impression.

4 - The Universal Color Scheme

Expert alterations to the name and value tablets, all printed in singly fugitive inks, was reported to De La Rue. In their words, "this was so cleverly done that no one but an expert could discover fraud, and even by examination of stamps detached from their envelopes".

This could become a lucrative business when, as each colonial administration chose its own color scheme, stamps for 1d and £1 were being printed for different colonies in the same colors.

5.6 From 1st October 1907, it became obligatory for UPU members to print the three main postage rates in uniform colors, viz:

Internal post card	-	Green (½d)
Internal letter	-	Red (1d)
Overseas letter	-	Blue (2½d)

Hitherto, in compliance with the 1897 UPU recommendation of the above, De La Rue, wedded to their doubly fugitive inks, had printed the name and duty in UPU colors.

To overcome the fraudulent alteration and also comply with the UPU ruling, De La Rue submitted to Crown Agents on 23 November 1907 a set of 26 Imperium 6d color trials proposing all colonies adopt the same colors for the same duties or corresponding cents, rupees and dollar denominations.

The finally approved document dated March 1908 was submitted to Crown Agents on 6th April and comprised 27 color combinations from less than ¼d to £25. The Imperiums were matched with

the new Oval Type and, from 5s upwards, the large format Crown and Scroll designs. Both were called the Nyasaland Types by De La Rue in subsequent documents because they were first used by that territory.

To produce 27 different color combinations, duties less than 3d were printed in singly fugitive ink in one color and 3d and upwards (20 duties) the Key Plate was in doubly fugitive purple, green or black. To obtain sufficient color combinations four colored papers were used - blue, yellow, green and red. DF black was introduced about 1900 and widely used thereafter.

Recess printed Key Type stamps, such as those for Cayman and Turks & Caicos Islands, had variations to the Color Scheme for single impression printings.

5.7 On 1 September 1902, the first King Edward stamps were issued, printed from the new 240 forme Key Plate 2 and comprising the ½d, 1d, 2½d, 6d, 1s and 5s duties in use during the previous reign. The 4d and 7d were discontinued and three new duties were added - 2d, 3d and 2/6d. The second printing from Key Plate 1 was packed on 5 September and comprised all nine duties.

5.8 SPECIMENS - Between 1890 to about 1907 it is thought these were distributed to UPU members in strips of five and thereafter reduced to three. Hence, although membership of UPU was increasing, the number of SPECIMENS ordered decreased. 722 of each duty of the 1902 issue were overprinted SPECIMEN.

The change of watermark in 1905 did not require SPECIMENS to be supplied. The Universal Color Scheme did and the numbers overprinted with the dates supplied were:

¼d	June 1909	- 413	3d	July 1910	- 413
½d	Dec 1906	- 732	6d	May 1911	- 404
1d	Apr 1907	- 757	1s	May 1911	- 404
2d	May 1911	- 404	2/6d	May 1911	- 404
2½d	Dec 1906	- 732	5s	July 1911	- 413

5.9 Table 1 shows the number of printings of each duty in the four different series of issues:

1	- Ordinary paper, single Crown wmk	- 4 Reqns. Jul 1902 - Mar 1904
2	- Ordinary paper, Mult Crown & CA wmk	- 1 Reqn. Sep 1904
3+	- Chalky paper, Mult Crown & CA wmk	- 5 Reqns. Dec 1905 - Apr 1908 (?)
4	- Universal Color Scheme	- 19 Reqns. Dec 1906 - Apr 1912

Number of printings, 1902-11

Series	KP	¼d	½d	1d	2d	2½d	3d	6d	1s	2/6d	5s
1	1	/	1	1	1	1	1	2	1	1	1
	2	/	3	2	1	1	1	1	2	1	2
2	1	/	1	-	-	-	1	-	-	/	/
3	1	/	1	2	1	2	1	1	1	/	/
4	1	8	9	8	-	7	1	-	-	-	1
	2	-	3	3	3	4	3	3	3	2	2

Table 1

+The 6d and 1s were printed, yet there is no record of this in De La Rue's Colonial Stamp or Private Day books. At this time Leeward Island requisitions and invoices were filed under the Presidency to which they were despatched. From 1903 these also included Individual Issues, which did not have the King's Head except Virgin Islands, whereas the General Issues did.

5.10 Mixed requisitions were differentiated by De La Rue by adding "King's Head" (General Issue) or "Arms Type" (Individual Issue) in the Colonial Stamp and Private Day Book entries. Knowing their efficiency at this time, I think it can be discounted that they failed to record and invoice a requisition.

On only two occasions in the 30 years the Presidency for despatch was given in De La Rue's records is the Virgin Islands recorded: July 1910 for 12 sheets each of ¼d and ½d and 9 sheets of 5s and May 1911 for all duties 1d to 5s with SPECIMENS of 2d, 6d, 1s and 2/6d. Whilst the quantities seem consistent with Virgin Islands requirements, both these despatches must have been General Issue stamps, for Virgin Islands had no ¼d duty and the SPECIMENS were clearly the first printing in the Universal Color Scheme which Virgin Islands did not adopt for their King Edward issue. As you will see in W/N 147, June 1988, I have assumed all other Virgin Islands consignments were supplied from Antigua.

5.11 From details of annual requirements to Leeward Islands at this time given in Stamp Collecting of 5th July 1941, I have estimated the quantities in Table 2. Whether or not other duties were included in the missing requisition(s) will never be known. I suspect, therefore, De La Rue either misdescribed a General Issue requisition as "Arms Type" or mixed it up with a "King's Head" Virgin Islands printing. Referring back to W/N 143 of June 1987 you will see in the copy from a Private Day Book, De La Rue described one entry as "Kings Arms" and altered it to "King's Head".

### King Edward Issues

An estimate of the numbers printed in sheets of 120

Duty	CA Wmk		MCA Wmk (KPI)		Universal Colours	
	KP1	KP2	Ord. paper	Ch. paper	KP1	KP2
¼d					2050	—
½d	1110	801	500	250	1149	708
1d	6576	2113	—	1250	5133	1574
2d	280	98	—	100	—	456
2½d	1000	249	—	204	886	609
3d	200	100	52	52	100	353
6d	204	153	—	104*	—	309
1s	208	152	—	104*	—	284
2/6d	200	52	—	—	—	154
5s	90	48	—	—	9	126

\* No record by DLR - estimated quantities

Table 2

MMO 2/85

5.12 Key Plate Impressions - From 1905 these tend to fall into four categories. These assist and sometimes positively identify certain printings - particularly those printed in doubly fugitive inks on chalk surfaced paper until about 1922. The King George VI printings follow a more defined pattern of the first three categories.

F = Fine sharp impression and deep strong color.

N = Generally clear impression and medium color.

B = Blurred or mottled impression and medium to strong color.

L = Light impression and faint to pale color.

These are best illustrated by color photographs. However, good examples are:

F = 1913 3d and 5s white-backs and 1938 printing.

N = 1909 ¼d, 1926-28 1½d red and brown & 1923 1s.

B = 1905-08 3d and 6d, 1910-11 3d & 1942-44 1d, 6d and 2s.

L = 1910-11 3d, 1920 (KP8) 3d & 5s.

5.13 The 1904-06 printings on chalk surfaced and ordinary paper follow no discernible pattern. The same printing of a duty can vary from Fine to Blurred and Light. Moreover, the ½d and 3d on ordinary paper can be found in a very blurred pale state and those on chalky paper with fine impression and deep color.

5.14 A detailed listing:

1 September 1902, wmk Single Crown and CA.

All duties printed from Key Plates 1 and 2 except 2/6 Key Plate 1 only.

20	-	½d	Dull purple and green.	
21	-	1d	Dull purple and bright rose.	
21a	-		bent 'DIS' & small final 'S'	(stamp 1/1)
21b	-		sliced top to final 'S'	(stamp 8/5)
21c	-		angled base of 'L' and nicked 'A'	(stamp 10/1)



21a



21b



21c

Fig. 2

22	-	2d	Dull purple and pale bistre.	
22a	-		bent value tablet	(stamps 3/1 & 7/4)
23	-	2½d	Dull purple and cobalt	(KP 2)
23a	-		wide 'A'	(stamp 6/1)
23b	-		Dull purple and bright blue	(Oct 02 - KP 1)
23ba	-		wide 'A'	



22a



Wide A

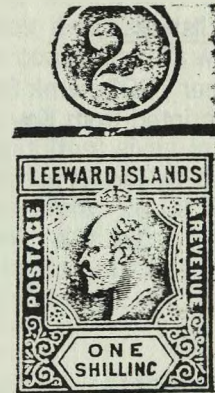
Fig. 3

24	-	3d	Dull purple and pale black	(Oct 02 - KP 1)
24a	-		Dull purple and jet black	(Apr 03 - KP 2)
25	-	6d	Dull purple and olive brown	
26	-	1s	Gray green and deep rose	
26a	-		dropped 'R'	(stamp 1/1 - KP 2)

27	-	2/6d	Gray green and black	(Oct 02)
28	-	5s	Gray green & blue	



26a



43a

Fig. 4

## 1905 - 08 Wmk Mult Crown &amp; CA (KP1) Chalk surfaced paper

29	-	1/2d	Dull purple & green	(Jan 06)
29a	-		Ordinary paper	(Nov 04)
30	-	1d	Dull purple & carmine rose	(Jan 06)
31	-	2d	Dull purple & bistre	(Jan 06)
31a	-		bent value tablet	(stamps 3/1 & 7/4)
32	-	2 1/2d	Dull purple & cobalt	(Jan 06)
32a	-		Wide A	
32b	-		Lilac purple & cobalt	(Feb 06)
32ba	-		Wide A	
33	-	3d	Dull purple & black	(Jan 06)
33a	-		Ordinary paper	(Nov 04)
33b	-		Pale lilac purple & black	
34	-	6d	Dull purple & olive brown	NB (1908?)
35	-	1s	Dull green & deep rose	N (1908?)

## 1907 - 11 Wmk Mult Crown &amp; CA The Universal Color Scheme. No's. 36 - 40 on Ordinary paper and 41 - 45 on Chalk surfaced paper

36	-	1/4d	Brown	N (4.7.09 - KP1)
37	-	1/2d	Green	N (Jan 07)
38	-	1d	Bright Scarlet	N (May 07)
38a	-		Rosine	CN (Jan 10 - KP1)
39	-	2d	Gray	NB (May 11 - KP2)
39a	-		bent value tablet	(stamps 3/1 & 7/4)

40	-	2½d	Blue & deep blue	BL (Jan 07 - KP1)
40a	-		Wide A	
40b	-		Blue & blue	BL (May 11 - KP2)
40ba	-		Wide A	
41	-	3d	Purple & deep purple/yellow	NB (Aug 10 - KP1)
41a	-		Palish purple & purple	NB (May 11 - KP2)
41b	-		Deepish purple & pale purple	NB (Jul 11 - KP2)
42	-	6d	Dull purple & bright purple	N (May 11 - KP2)
43	-	1s	Grayish black & black/green	N (May 11 - KP2)
43a	-		'SHILLINC'	(stamp 1/2)
44	-	2/6d	Black & rosine/blue	N (May 11 - KP2)
45	-	5s	Green & scarlet/yellow (shades)	N (May 11 - KP2)

King Edward died on 10 May 1911. The stamps bearing his profile were invalidated on 1 April 1939.

### BCPSG 1990 ANNUAL MEETING

Michael Rego has announced that the BCPSG 1990 Annual Meeting hosted by the BCPSG(UK) will take place on Wednesday, 9th May 1990, at 10:30 AM in the Lansdowne Club, Fitzmaurice Place, Berkeley Square, London WC1. Thanks are due to Bob Swarbrick for making the arrangements for this location. Tickets are £5 from Michael Rego, 24 Wentworth Drive, Crofton, Wakefield, W. Yorkshire WF4 1LH, England or US \$8 from Mark W. Swetland (address on front cover).

After introductions the morning session will include a business meeting plus informal displays by members. Following luncheon for which we recommend that attendees use The Lansdowne Club Buffet, Dr. Joan Harper will address the meeting on British Honduras and show highlights from her collection. The afternoon will conclude with the remaining informal displays. Morning displays will be 6 sheets per member with afternoon displays 10 sheets per member.

USA members may wish to know that Airlandsea Travel is handling travel for APS members. They offer two tours, 11 nights and 7 nights, both departing on 2nd May at \$1719 and \$1450 respectively. Phone 1-800-544-1458 and ask for Amy to get more details.

For those making their own plans, British Airways presently offers a mid-week round trip fare, New York to London of \$535. The fare is non-cancellable, non-refundable, no changes are permitted and the trip may not exceed 21 days. A more flexible fare with none of these restrictions is \$741.

Reasonable rates for hotel rooms are difficult to find in London. The best rates found to date are in British Airways Holidays book entitled LONDON PLUS. 56 hotels are listed with room rates which ranged from \$22 (Tavistock) to \$126 (Grosvenor House) per person per night for the period of 1 November 1989 to 31 March 1990. Expect that rates after 1 April 1990 will be higher. These rates are only available through British Airways.

Members may also wish to attend the British West Indies Study Circle Wine and Cheese Party to take place on Tuesday, 8th May 1990 from 6:30 to 8:30 PM at the Royal Horse Guards Thistle Hotel, Whitehall Court, London. Tickets are £6 purchased in advance from Michael R. Wilson, "Timbers House", Chequers Lane, Tharston, Norfolk NR15 2YA (include a stamped addressed envelope for reply) or £7.50 bought at the door. North American members can obtain tickets in advance at US \$10 each by sending a check payable to Mark W. Swetland to the address on the front cover.

## ARGYLL ETKIN NEWS

Argyll Etkin Limited have announced that they will be the sole sponsors of a major Postal History Exhibition next year at one of London's principal National Museums, the National Army Museum, Royal Hospital Road, Chelsea, London SW3 4HT. The Exhibition will be entitled "TOMMY ATKINS' LETTERS". Drawing upon the Museum's own extensive collections plus material loaned from other sources, the Exhibition will illustrate the history of the British Army Postal Service at home and overseas from 1790 to the present day, using actual letters, maps, orders and unusual postal artifacts and uniforms. Most of the material has never been exhibited before.

The Exhibition will run from April 6th to September 9th and will be open daily 10:00 AM to 5:30 PM, Monday to Saturday, and 2:00 PM to 5:30 PM on Sunday. Admission is free. A full color handbook will be produced for sale at the Exhibition. Further information will be available early in 1990. Contact David Patterson of Argyll Etkin Limited, 48 Conduit Street, New Bond Street, London W1R 9FB, England, telephone 01-437 7800.

### 1989 ANNUAL SECRETARY'S REPORT

Members as of end of 1988		462
Less: Members resigned	10	Plus: new members
Dropped for non-payment of dues	37	reinstated
Deceased	1	-
Totals	48	23
Membership as of end of 1989		437

### PERSONAL MENTION

As President-elect of the Huddersfield Philatelic Society, **Tony Shepherd** had the duty of leading a team of exhibitors to their twin town society's 100th Anniversary Exhibition. Their twin town is Besançon, France. Tony displayed 60 sheets of Barbados Britannia issue, 1852-1882 which he reports seemed to be well received. The rest of the team displayed BG 1d Blacks, Queen Victoria, Gambia and the early issues of Chile. His report says that the hospitality was incredible and the host society made them feel very welcome.

For the first time in eighteen years, **Dr. Ben Ramkissoon** is no longer in the slate of officers in one capacity or another. He served as Treasurer from 1972 through 1985 and as President from 1986 through 1989. We in the Group are most fortunate to have had his services for so many years. It would be impossible to list his contributions to our present strength. One of the pleasures of being your editor has been the close association with Ben. Just let it be said as Jay has done in his first President's Message, "Thanks, Ben". However, Ben will continue to serve in his new role as Chairman of the Publications Committee. You will see the results of his service as the year continues.

### WANTED

#### BARBADOS RED CROSS CHARITY LABELS BELGIAN RED CROSS LABELS

Please let me know of items available and send photocopies with your asking price or for my offer.

**W. Clary Holt, P. O. Drawer 59, Burlington, NC 27216**



## WEST INDIES AND CRICKET - THE PHILATELIC PERSPECTIVE

by C. T. Hinneburg-Murphy

(Continued from BCPJ Vol. 29, No. 4, W/N 153, December 1989)

1976 18th October Prudential Cup	Belize 35¢, \$1	SG 446-447
1976 28th December Special events of 1976	Antigua 50¢	SG 522, MS525
1977 7th February The Queen's Silver Jubilee This value portrays G. M. Sobers being knighted.	Barbados 15¢	SG 574
1977 31st October Royal visit As SG 574 but inscribed at top 'SILVER JUBILEE ROYAL VISIT'.	Barbados 15¢	SG 590
1979 23rd April Year of the Child	Dominica 50¢	SG 657
1979 22nd November Year of the Child	Grenada 5¢	Fig. 5 SG 1030
1980 22nd December Human Rights (F. M. Worrell)	Turks & Caicos Islands 70¢	Fig. 6 SG 627
1981 19th May International Year for the Disabled	Barbados \$2.50	SG 673
1981 7th July SG 659-660 overprinted '1981' 2 x 15¢	Guyana	SG 810-811
1982 17th February Boy Scout Movement, 75th anniversary	Turks & Caicos Islands 75¢	SG 692
1983 14th March Commonwealth Day	Barbados \$1	SG 725
1983 14th March Commonwealth Day	Turks & Caicos Islands \$1	Sg 739
1983 22nd June SG 659-660 overprinted	Guyana 60¢, \$1.50	SG 1106-1107
1984 16th August Leaders of the World, Cricketers	St. Vincent Grenadines 2 x 1¢, 2 x 3¢ 2 x 5¢, 2 x 30¢ 2 x 60¢, 2 x \$1 2 x \$2, 2 x \$3	SG 291-306

These were printed together, se-tenant, in horizontal pairs, throughout the sheet.

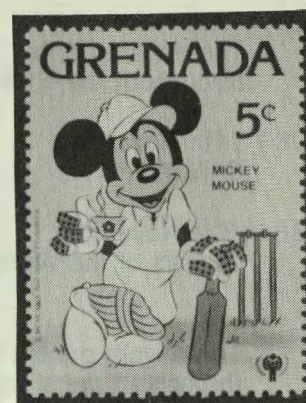


Fig. 5



Fig. 6

- 1984 23rd October Nevis  
 Leaders of the World, Cricketers  
 2 x 5¢, 2 x 30¢  
 2 x 50¢, 2 x \$3 SG 203-210  
 These were printed together, se-tenant, in horizontal pairs,  
 throughout the sheet.



Fig. 7

- 1984 14th November Surinam  
 Child Welfare 50¢ + 25¢ SG 1213

- 1984 20th November Nevis Fig. 7  
 Leaders of the World, Cricketers  
 2 x 5¢, 2 x 15¢  
 2 x 55¢, 2 x \$2.50 SG 237-244  
 These were printed together, se-tenant, in horizontal pairs,  
 throughout the sheet.

- 1984 28th November St. Vincent Grenadines  
 Leaders of the World, Cricketers  
 2 x 5¢, 2 x 30¢  
 2 x \$1, 2 x \$2.50 SG 331-338  
 These were printed together, se-tenant, in horizontal pairs,  
 throughout the sheet.

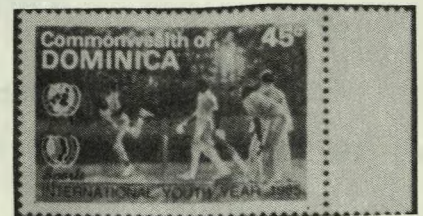


Fig. 8

- 1984 St. Vincent Grenadines, Union Island  
 Leaders of the World, Cricketers  
 2 x 1¢, 2 x 10¢  
 2 x 15¢, 2 x 55¢  
 2 x 60¢, 2 x 75¢  
 2 x \$1.50, 2 x \$3  
 These were printed together, se-tenant, in horizontal pairs,  
 throughout the sheet.

- 1985 7th January St. Vincent  
 Leaders of the World, Cricketers  
 2 x 5¢, 2 x 35¢  
 2 x 50¢, 2 x \$3 SG 842-849  
 These were printed together, se-tenant, in horizontal pairs,  
 throughout the sheet.

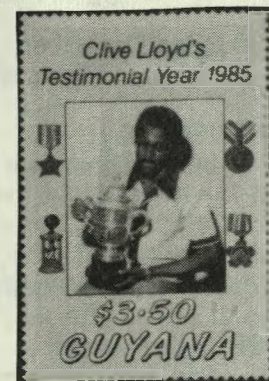


Fig. 9

- 1985 22nd February St. Vincent Grenadines  
 Leaders of the World, Cricketers  
 2 x 55¢, 2 x 60¢  
 2 x \$2 SG 364-369  
 The 55¢ and 60¢ pairs were printed together, se-tenant, in  
 horizontal pairs, throughout the sheet.



Fig. 10

- 1985 22nd July Dominica Fig. 8  
 International Youth Year 45¢ SG 953

- 1985 7th November Guyana Fig. 9  
 Clive Lloyd's Testimonial Year  
 3 x 25¢, 60¢  
 \$1.30, \$2.25, \$3.50 SG 1636-1642  
 The 25¢ values were printed together, se-tenant, in  
 horizontal strips of three, throughout the sheet.

- 1986 21st November Nevis Fig. 10  
 \$2

1986 Guyana  
SG 1642 overprinted \$15

1987 Anguilla  
10¢, 35¢, 45¢,  
\$2.50, (MS) #6

#### ASSOCIATED CRICKET ISSUES

1923 St. Kitts-Nevis  
Tercentenary of the Colony issue  
{d. SG 48

1935 1st February Trinidad & Tobago  
8¢ SG 234  
Also 8¢, SG 251, 2 May 1938, and 8¢, SG 273, 20 April 1953,  
Queen's Park, Trinidad.

1952 14th June St. Kitts, Nevis, Anguilla  
2d. SG 95  
Also 2d., SG 108, 1 March 1954, Warner Park, St. Kitts.

1966 4th August Jamaica  
National Stadium 1/- SG 256

1969 Antigua Silver Wedding booklet  
Prince Charles is depicted playing cricket.

1973 17th December Bermuda  
24¢ SG 302  
Station Island Cricket Ground is depicted as it was in 1874.

Trinidad & Tobago  
A. A. Cipriani is commemorated on several Trinidad & Tobago  
issues. Cipriani played 1st class cricket for the colony on  
several occasions.

#### **MONTSERRAT RESEARCH UNDERWAY**

The Group Leader for Montserrat, Charles Freeland, proposes to circulate some notes and questions on various aspects of Montserrat philately, somewhat similar to the BVI Copy-book circulated by Gale Raymond in the 1960s. Please let Charles know if you wish to be included on the circulation list. His address is P. O. Box 2258, 4002 Basel, Switzerland.

#### **MONTSERRAT PHILATELIC BUREAU APPEAL**

The Montserrat Philatelic Bureau Ltd., G. P. O. Plymouth, Montserrat, W. I., issued an appeal letter following Hurricane Hugo. The letter reads:

"On 16th September our island was devastated by Hurricane Hugo.

"Ninety percent of all buildings and houses on island were damaged. Twenty percent of all homes were completely destroyed. All electricity and telephone lines are down. The roof of the island's hospital was blown away. The only water pier on the island was washed away.

"One member of our staff lost her home completely and nine others suffered extensive damage to their homes.

"We wish to appeal to our friends for any assistance they are able to provide toward the restoration of homes on Montserrat.

"Yours sincerely, Austin Bramble, MANAGER"

## FORGED TRINIDAD CANCELS ON PICTURE VIEW POSTCARDS

By Dr. Ben Ramkissoon

Recent efforts in the classification of Trinidad picture view postcards led to the discovery of four cards, all postmarked 15 August 1910, on which forged Port-of-Spain cancellations are identical.

Each card shows a manuscript marking on the picture side: 'Recuerdos de Trinidad'; '12 de Agosto de 1910'; and are signed 'Jose Magdalena'.

Using the cancellation classification types of Van Winkle, Addiss and Ramkissoon, the forgery is a variant of Type XIII, in which a bold serif type is substituted for the uniform nonserif letter type reading 'Port of Spain / Trinidad' in the cancellation datestamp.

Careful observations show that genuine Trinidad village or town cancellations were applied on Trinidad adhesives affixed on the picture side to otherwise unaddressed cards as follows:

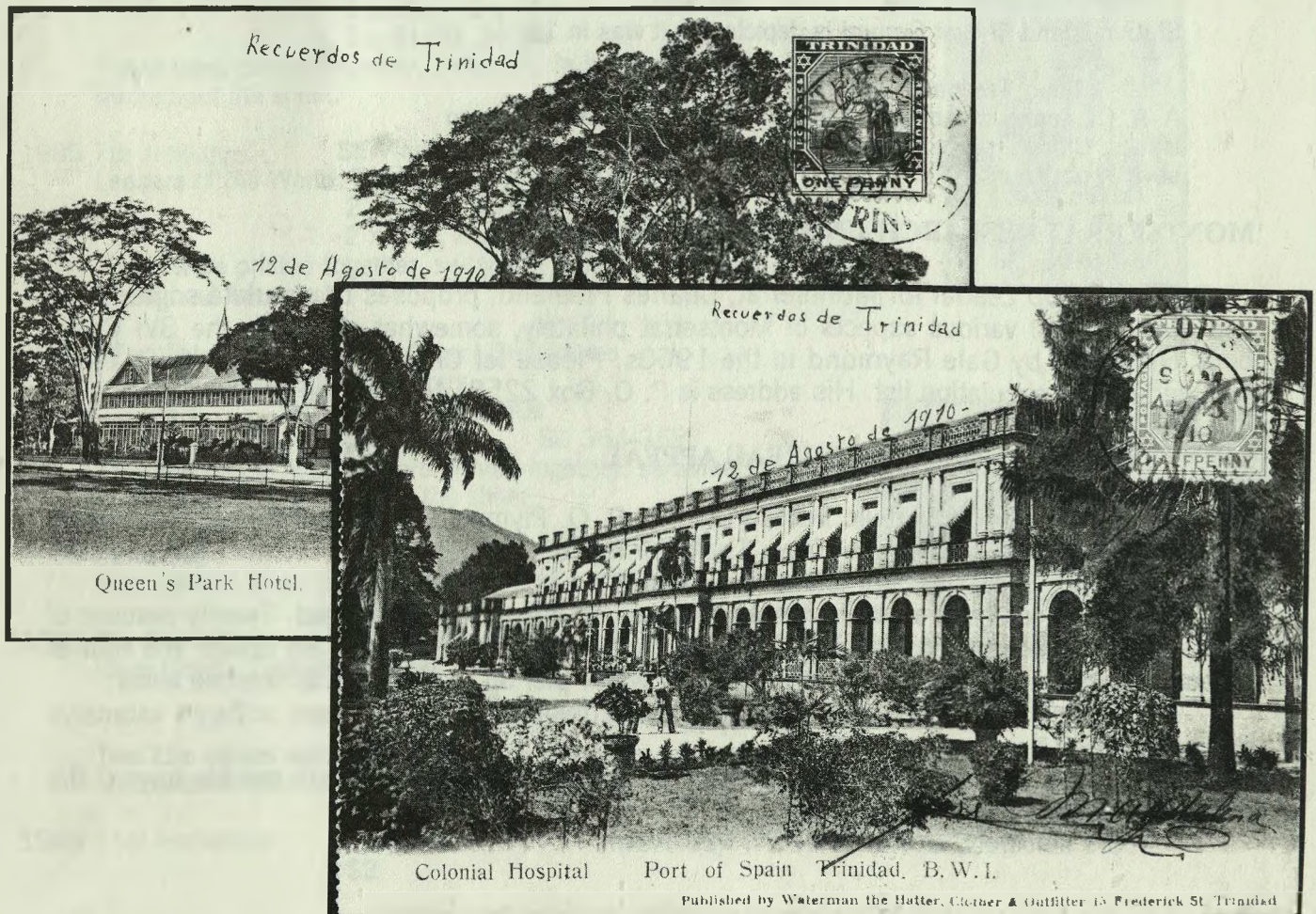
Poole / A / OC 2 / 09

Toco (remainder of strike unreadable)

Port-of-Spain / 745 AM / ? Au ? (remainder of strike unreadable)

Since the Post-of-Spain cancellation type is common, it is not clear why these forged cancellations were created. The author postulates that the writer of the cards was interested in cancellations and wanted to have clear readable strikes for his collection.

The author would be interested in hearing from readers who note similar usages from Trinidad (or other islands) during this period, or any other time frame which may be uncovered in the course of the study of picture view postcards.



## THE INFORMATION BUREAU CACHETS OF BARBADOS

by Anthony Shepherd

In my collection, and seen and recorded by me, are several picture post cards and covers endorsed with an oval cachet, struck in purple ink, (Figs. 1 and 2). Two picture post cards (Figs. 3 and 4) further illustrate the use of these cachets on items of mail. As readers will note, both cards are of a "maritime" nature. The story behind their use and the Bureau where they were used is interesting.



Fig. 1

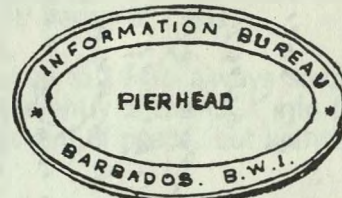


Fig. 2

Prior to the opening of the deep water harbor at Bridgetown, Barbados, in May 1961, steamers arriving at the island had to anchor off Bridgetown, the island's capital, in Carlisle Bay. Passengers from these ships were transported to shore via open row boats and motor launches.

Figure 3 is a picture postcard sent from Barbados to Newcastle-on-Tyne in the UK, postmarked Barbados 12/4/1939. The postcard, written in Dutch, is of the Royal Netherlands Line "Columbia". This shows an interesting use of the straightline "PAQUEBOT" mark, possibly applied by the purser on board. The card, from a member of the Columbia ship's company, was carried ashore and handed in at the Information Bureau.

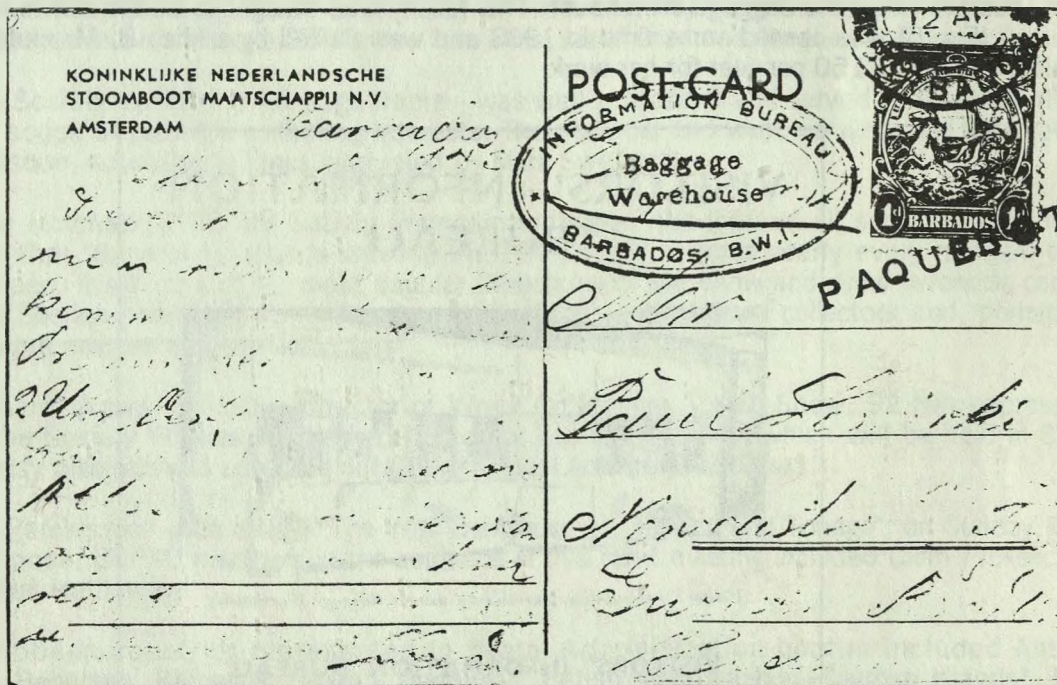


Fig. 3

The post card in Figure 4 postmarked 6/5/1940 sent from Barbados to the USA is from the Liner Uruguay. The Pier Head cachet is quite rare.

Contemporary accounts of travellers of the period tell of the hurly-burly when arriving at Barbados, with boatmen clamoring for traveller's custom, of how fair play and honest lighterage was kept by the Barbadian Harbor Police in their immaculate Nelsonian uniforms. When visitors to Barbados, after enduring the trip to shore in open boats, made a landfall, usually at the Pier-Head, new arrivals were channelled through Customs situated in the Baggage Warehouse.

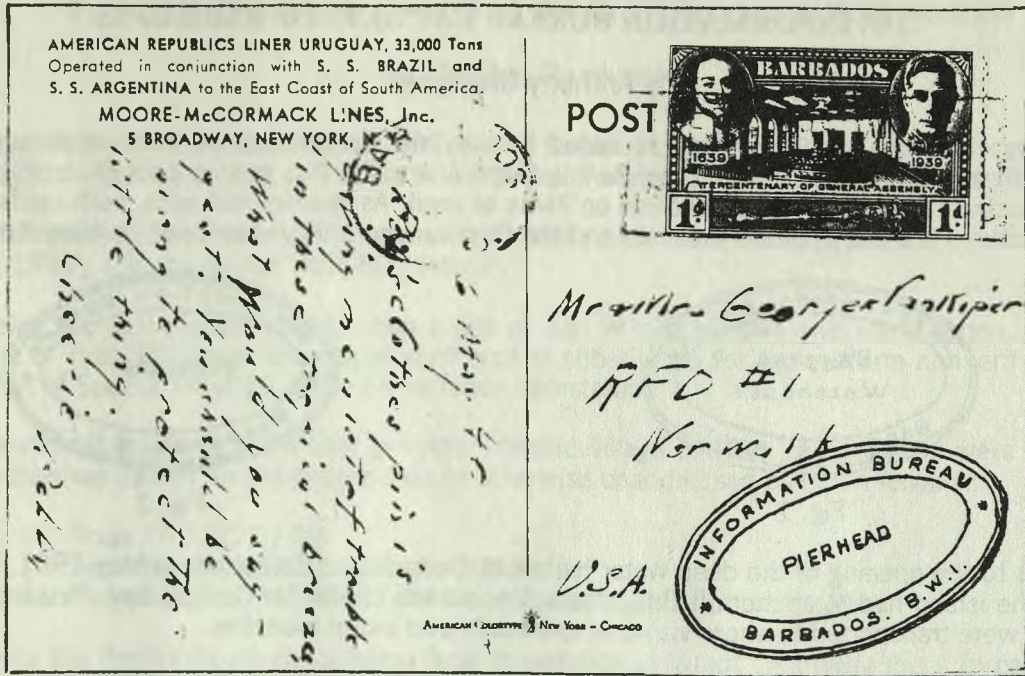


Fig. 4

To increase tourism to Barbados and cater for visitors to the island, the Barbados Publicity Committee was formed in 1932. The members of this body organized and opened an Information Bureau, situated within the Baggage Warehouse. This facility was thought to be a boon to new arrivals. The Bureau (Fig. 5) was opened some time in 1933 and was staffed by a Miss B. M. Hutchinson who was paid a salary of £150 per year for her work.



Fig. 5

As the illustration of this bureau shows, and the information as to the items available state, postage stamps and picture post cards were on sale and the Bureau had an overseas posting box.

Miss Hutchinson apparently applied her Information bureau cachet to items of mail handed in to her, and records state that the overseas posting box was cleared four times a day by the postman on whose walk or delivery round the Information Bureau was situated. Mails cleared from this box were taken to the G.P.O., Bridgetown, for sorting and direction to their destinations.

A second Information Bureau was opened at the Pier Head. This facility was in operation about 1936. As with the Information Bureau in the Baggage Warehouse, postage stamps and picture post cards were on sale, and the Bureau was equipped with an overseas posting box. An illustration by the Barbados Publicity Committee depicts this establishment circa 1951, so it may be assumed that these Bureaus were in operation up to the opening of the deep water harbor in 1961.

I have recorded the use of these cachets on items of mail up to 1940, always struck in purple. It is thought that during the second World War, possibly after the entry of the USA into the conflict, these Bureaus were closed down and then re-opened upon the advent of peace, but without their distinctive cachets being used to endorse mail.

There is no doubt that the Bureaus carried out a helpful service to visitors to Barbados. The first thing travellers want to do is write to the "folks back home" that they have made a safe arrival, more so after a trip ashore in an open boat.

## **The British Caribbean Philatelic Study Group at World Stamp Expo '89**

The British Caribbean Philatelic Study Group was well represented at World Stamp Expo '89. A large number of members continued to come in for visits of a day or several days. Member-dealers in the dealer bourse included Sergio Sismondo, Tom Mills, Mel Feiner and Phoebe McGillivray.

The Society exhibit - a 16-page frame - was well presented and served to illustrate the comprehensive scope of possible collecting interests. The material and write-up were put together by Dr. Ben Ramkissoon, according to ideas suggested by Mark Swetland.

John Hotchner, WSE '89 Society Frames coordinator, has thanked all societies who took part and reports that "there were crowds viewing the 104 Society Frames nearly every moment that the show was open. It was one of the most popular attractions of the show and drew favorable comments from Postal Service principals, foreign government officials, experienced collectors and, perhaps most important, from novices and non-collectors"

Richard Drews, Executive director of World Columbian Stamp Show '92 has expressed the hope that the Society Frames can be kept intact for use at that show which will be held in Chicago. Our frame may also serve to advertise our Group at local and national shows.

Dr. Ramkissoon gave a talk, "The War Tax Issues of Trinidad and Tobago", on Sunday, November 26th at noon. BCPSG members in the audience of this open meeting included Clem Prokesch, Brad Arch and Brad Hathaway.

Caribbean countries represented in Postal Administration booths included Antigua & Barbuda\*\*, Bahamas, Barbados, Belize\*, Bermuda\*, British Virgin Islands, Cayman Islands\*, Dominica\*\*, Grenada\*\*, Guyana\*\*, Jamaica\*, Nevis\*, St. Kitts\*\*, St. Lucia\*\*, St. Vincent & Grenadines\*\*, Trinidad & Tobago\*\*, Turks & Caicos Islands\*\*. First Day ceremonies took place for issues from St. Vincent, Barbados, and Antigua & Barbuda.

\* Caphco Ltd.

\*\* Inter-Governmental Philatelic Corp.

## NEW ISSUES

by Bruce E. Watts

**ANTIGUA & BARBUDA:** Christmas set of eight and two SS depicting paintings by Raphael and Giotto. To be issued December 11. Printed by The House of Questa. Raphael paintings are: 10¢, The Small Cowper Madonna; 25¢, Madonna of the Goldfinch; 30¢, The Alba Madonna; and \$5.00 SS, The Marriage of the Virgin. The 50¢, 60¢, 70¢ and \$4.00 show details from Giotto's Bologna Alterpiece; and the \$5.00 SS, Madonna and Child from the same alterpiece.

**BAHAMAS:** World Stamp Expo '89 set of four and SS. Release date November 17. Designed by Jon Sayer and printed by The House of Questa. The stamps are printed in sheets of 50 (2 25) on CA wmk paper and perforated 14. Denominations show stamp-on-stamp designs; 10¢, 1974 13¢ UPU stamp with globe; 40¢, 1970 3¢ UPU headquarters with UPU building; 45¢, 1986 \$1 Ameripex Statue of Liberty stamp with the White House and US Capital building; \$1.00, 1949 UPU stamp with Bahama-sair jet; and \$2.00 SS showing four Landfall of Columbus overprinted stamps with map of Columbus's first voyage. All have the World Stamp Expo logo.

**BARBADOS:** Water sports set of four with the World Stamp Expo logo. Release date November 25. Designed by Chris Burke and printed by Harrison & Sons, Ltd. Denominations are: 25¢, Water Skiing; 50¢, Yachting; 65¢, Scuba Diving; and \$2.50, Surfing.

**BRITISH VIRGIN ISLANDS:** Italia '90 World Soccer Cup set of four. Designed by Roger Vigers and printed by The House of Questa. The 5¢, 10¢, 20¢ and \$1.75 denominations all show soccer scenes with a background of shells.

**DOMINICA:** Christmas set of eight and two SS featuring paintings by Sandro Botticelli. Release date December 4. Printed by The House of Questa. Denominations are: 20¢, Madonna in Glory with Seraphim; 25¢, The Annunciation; 35¢, Madonna of the Pomegranate; 45¢, Madonna of the Rose Garden; 60¢, Madonna of the Book; \$1.00 and \$4.00, Madonna and Child with Angels; \$5.00, Bardi Madonna; and two \$5.00 SS, The Mystic Nativity and detail of The Adoration of the Magi.

**GUYANA:** Women in space set of four. Release date November 8. Designed by Mordechai Dorfman and printed by The House of Questa. Denominations are: \$6.40, Kathryn Sullivan; \$12.80, Svetlana Savitskaya; \$15.30, Judy Resnik and Christa McAuliffe; \$100.00, Sally Ride.

**ST. LUCIA:** Christmas lanterns set of four. To be released in November. Designed by Jennifer Toombs and printed by The House of Questa. Denominations are: 10¢, Church Lantern; 50¢, Building Shaped Lantern; 90¢, House Shaped Lantern; \$1.00, Lighthouse Shaped Lantern.

**ST. VINCENT:** Walt Disney Salutes World Stamp Expo and American Landmarks set of eight and two SS. Designed by Walt Disney Co. and printed by The House of Questa. Denominations are: 1¢, 2¢, 3¢, 4¢, 5¢, 10¢, \$3.00, \$6.00 and two \$6.00 SS. All denominations depict various Disney characters and U. S. Landmarks.

## PERSONAL MENTION

In his British Commonwealth column in Linn's Stamp News for January 15, 1990 **Reid Shaw** used the Ulrich Bermuda Sale catalog to show the extent and variety of collecting interests that exist in single country collections. As Reid wrote, "Each of the individual aspects noted in bold face could be the basis of a successful collection, complete unto itself. Put them all together and you have a collecting challenge that would require a lifetime of effort and study." The bold face aspects in his article are: Pre-adhesive Postmarks, Definitive Issues, Commemorative Issues, Overprints and Surcharges, Major Errors, Constant Plate Flaws, Essays and Proofs, Specimens, Watermark Varieties, Stamp Booklets, Adhesive Era Postmarks, Covers, Postal Stationery, Picture Postcards, Christmas Seals, Metered Mail and Revenue Issues. "Copyright Linn's Stamp News, Sydney, Ohio. Reprinted with permission."



## ANATOMY OF A COVER

by Cliff J. Abram

At CAPEX '87, in Toronto, I purchased a cover (Fig. 1) that had a cachet of HMS Dragon on it, mailed to Bermuda from Barbados. Not sure of what this ship was, I decided to find out all I could about her. I wrote to a naval photographer I knew of in Portsmouth, England. Eventually he sent me a picture (Fig. 2) which confirmed she was a cruiser, but, being unable to get much more information at this time, I decided that on my next visit to the UK, I would try to get information at the Imperial War Museum at Lambeth, London. This proved to be a wise move when I consider the chain of events that followed.

Once at the Museum, I made the request to visit the reference library, where I had to be escorted by security people, using the most antiquated elevator I've seen in a long time (with renovations now completed, I guess this has gone). The security guard told me some of the history of the building which is interesting. The Museum was originally a mental hospital known as St. Mary's of Bethlehem. It came to be called Bedlam, an old name for Bethlehem, hence the coining of the word "bedlam" to mean any madhouse, confusion or noise. The library, situated at the top of the building, used to be the chapel.

The librarians were extremely helpful and eventually found a total of nine books for me to research, technical manuals, data on the building of the ships, books that covered the history of the 'DRAGON', even a personal account of a South African sailor's life aboard ship from 1940-1943. From all this I was able to put together a comprehensive record of the cruiser HMS DRAGON, and get an insight into other ships of that type.

The decision to make a number of fast light cruisers during World War I culminated in two cruisers being started on 24 January 1917. They were to be named the DANAE and DRAGON and were built by Scotts shipbuilders, each of 4850 tonnage, with a length of 445 ft., having as main armament 6-6" and 3-4" guns. The DRAGON was launched 29 December 1917 and commissioned 16 August 1918, being preceded by the DANAE by a month. The DRAGON was able to play only a minor part in the first world war and, at the cessation of hostilities, was in a squadron of five cruisers in the North Sea when she was ordered with another cruiser to escort a number of German submarines to England.

After WW I the DRAGON was with the first light cruiser force Atlantic Fleet, went with the First Cruiser Squadron to the Mediterranean, and on her next assignment, the China Station, and then back to the Mediterranean by 1928. She was next assigned to the North American and West Indies station with the reserve fleet, the period during which the cover I bought originated. She was decommissioned in 1938 and laid up. In 1939, with hostilities looming, she was recommissioned. She had had by this time a number of modifications done, such as armament changes, more anti-aircraft guns, etc., so that by the outbreak of the war she was now at 5947 tonnage.

## DRAGON FIGURES IN ACCIDENT IN BASIN

**Light Cruiser's Stern Side-swipes Refuel Tanker Maplebranch, Sinking Her**

### CREW TAKEN OFF

**Mishap Occurs When Warship Reverses to Avoid Running Down Another Vessel While Berthing**

Arriving in the Port of Montreal yesterday morning from St. John's, Newfoundland, whither she had taken the Rt. Hon. J. Ramsay MacDonald, Prime Minister of Britain, from Nova Scotia, the British light cruiser H.M.S. Dragon was involved in an accident which resulted in the sinking of the Maplebranch, a refuelling tanker, in Victoria Basin. The crew of the small vessel were all taken off safely.

H.M.S. Dragon was entering the basin to berth at the west end when the Saguenay Trader, a coastal vessel, the property of the Gaspe and Bale des Chaleurs Navigation Company, stood out in the middle of the stream. The Dragon promptly reversed to avoid running her down, and began to back out into the river again. The current sweeping down past the end of the pier caught her stern, swinging her round sharply. The Maplebranch was moored alongside the New Northland, discharging oil, and the cruiser's stern caught her amidships, cracking her like a nut between the two boats.

The Maplebranch began to settle immediately, and harbor tugs made to her assistance, towing her across the basin to the south wall, where an attempt was made to tie her up before she sank. The crew

Her first period of war service was in the South Atlantic on escort duty with merchant ships. From there she went to the Far East, operating out of Singapore. At this time she was the Flagship of C in C Eastern Fleet, unusual for a light cruiser more than 20 years old. Also during this period the young South African seaman (mentioned earlier) wrote of his years aboard the DRAGON and how she was considered a lucky ship. For example, to this point she was unscathed. Then in the Indian Ocean she was on escort duty when ordered to go to another area to relieve another ship. Her replacement was torpedoed within hours of taking her place. During the Madagascar operations there was a similar occurrence.

The DRAGON when initially commissioned was given the pennant number I.46, but in 1940 this was changed to D.46. Also by this time, six other cruisers had been built, all classed as 'D' type cruisers. Both the DANAE and the DRAGON, however, were different in that they kept the flat bows and forecastle, where the others were given the more modern flared bows. Prior to World War II she was involved in an incident in Montreal (of which more later).

In 1943 she was back in the UK, decommissioned, and was given along with other ships to the Polish Navy. However, it is interesting that they were so pleased with her record that they kept her name whereas all the other ships were renamed. She was now the ORP DRAGON. She continued to be a good ship, one which the Polish Navy could be proud of. There came the day (or night) when she had to pay the price for all her good years. She was attacked by a Neger human torpedo of the German Navy on the night of 7/8 July 1944, and was damaged to such an extent that she had to be towed to the beaches at Arromanches where she was scuttled to form part of the breakwater for the artificial harbor at Normandy, thereby still contributing to an illustrious career.

To return to the Montreal incident mentioned earlier, this was learned whilst doing the research at the War Museum. I read that she had collided in 1934 with the SS Maplebranch at Montreal. To obtain more data on the incident I went to the offices of the Montreal Gazette and went through the 1934 files. During her tenure on the North American and West Indies Station she had visited Montreal on 13 August 1934. I have attached the Gazette account of the mishap which makes interesting reading, especially as she had just left St. Johns, Newfoundland, where she had left a distinguished passenger.

To conclude this account, my interest in any postal markings of Barbados led to my joining the BCPSG. In the first journal I received, Louis Zell requested information on HMS DANAE. Having just completed my own quest on the DRAGON, it was gratifying to be able to help a fellow member. It also shows that the side trips occasioned by a search for information has added to the interest of a single cover.

Note: HMS DRAGON was the 18th ship to bear the name, the first in 1512.

were taken off safely, but the tanker was sinking fast, the oil escaping from the broken bulkheads and tanks. Lines had been made fast to her stem only when she began to sink rapidly, the stern disappearing beneath the surface.

#### BADLY STOVE IN.

Yesterday afternoon the Maplebranch was lying supported by the hawsers at her stem, her decks under water, and only the wheelhouse and the funnel on the afterdeck showing above water. Oil was still rising from the twisted hulk. No divers had been down to examine the vessel underneath the water line, but she appeared to be badly stove in and the hull seemed to have been twisted, the stern lying askew.

The Dragon took little damage from the mishap beyond a chipped propeller blade, and made her berth immediately after the impact. The Maplebranch sank in some 20 minutes, giving the three harbor tugs only enough time to tow her out of the direct line of shipping. Had she been allowed to sink where she was struck, the hulk would have totally obstructed the 'Victoria Basin,' with serious results to shipping, as many coastal ships and the Quebec steamers are moored above that point in the basin.

Harbor police were rushed to the scene and had some difficulty in ensuring that all cigarettes and pipes were out when a crowd rushed forward. Heavy oil from the tanker was floating all over the basin, and in the afternoon the piers were liberally posted with no smoking notices. Harbor officials declined to make any statement on the mishap. The accident is the first of its kind for a great many years in the local port.

The light cruiser attracted a considerable crowd in the afternoon. The famed spit and polish of the British Navy was well in evidence as men cleaned brasswork and wielded paint brushes.

The Maplebranch is owned by the St. Lawrence Stevedoring Company, who intimated last night that the underwriters will investigate the wreck today and that an attempt will be made to refloat her and move her out of the way of shipping. No estimate of the damage had been made yesterday.

The Gazette, 250 St. Antoine W., Montreal, Quebec, Canada

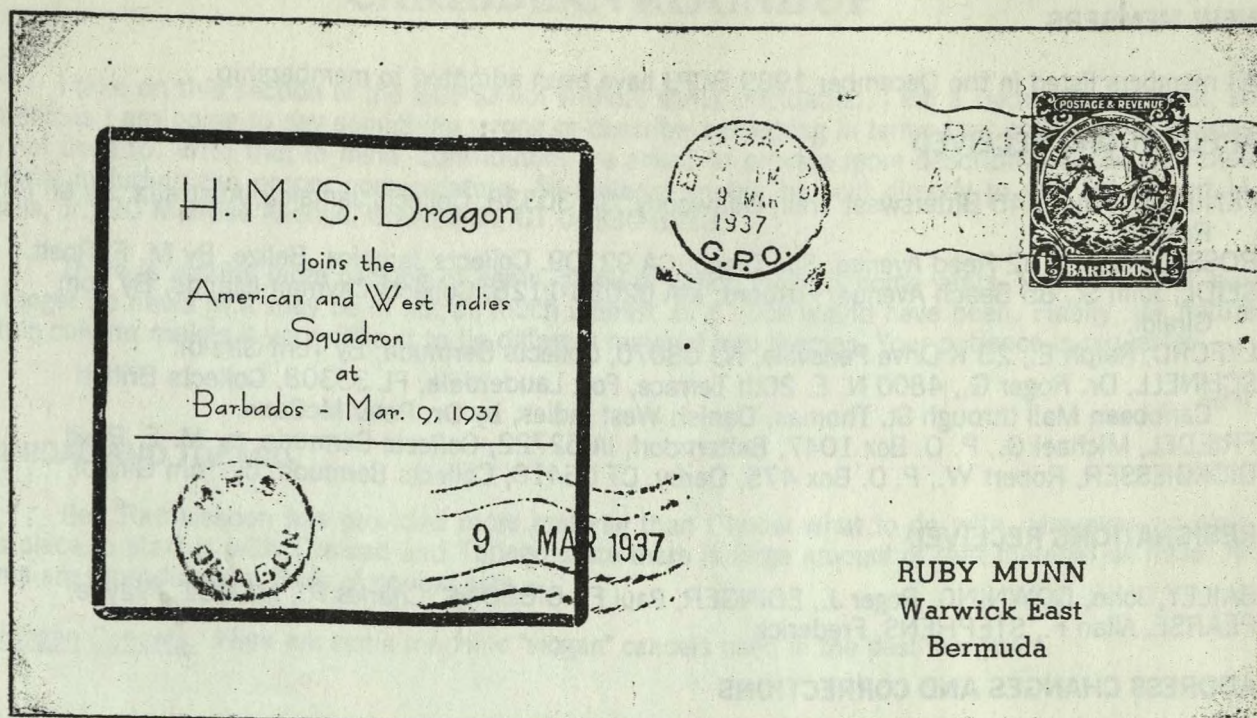


Fig. 1 Cover with Cachet of HMS Dragon  
mailed from Bermuda to Barbados

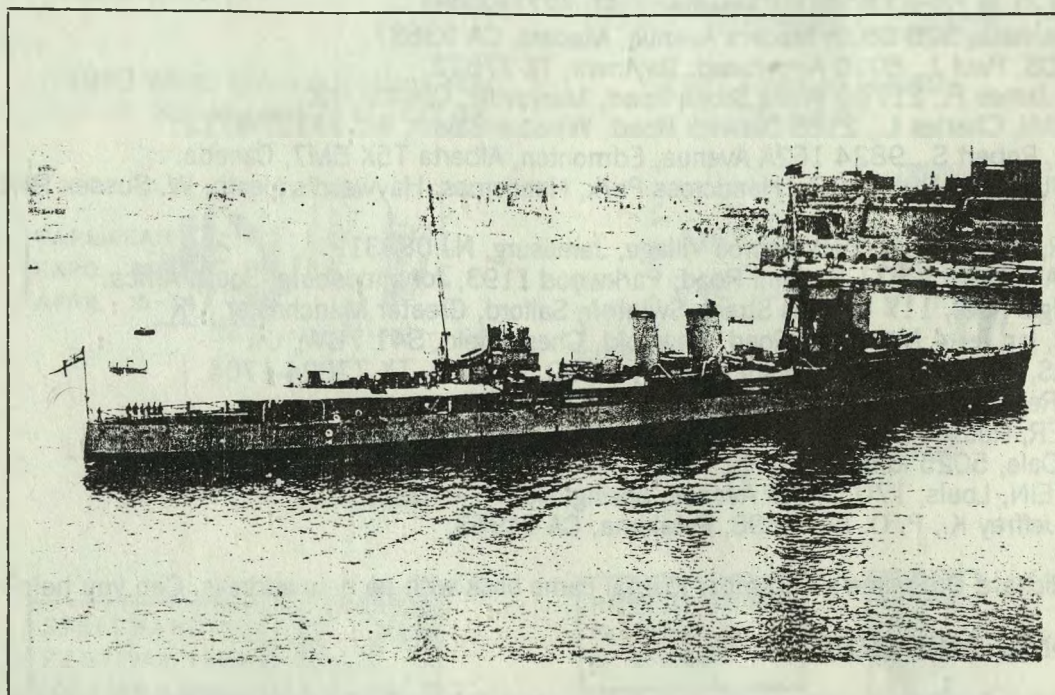


Fig. 2 Photograph of HMS Dragon  
Copyright Wright & Logan (Naval Photographers), 20, Queen Street, Portsea, Portsmouth, England  
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## SECRETARY'S REPORT

### NEW MEMBERS

All members listed in the December 1989 BCPJ have been admitted to membership.

### APPLICATIONS RECEIVED

FENIELLO, Paul, 645 Bittersweet Trail, Dunwoody, GA 30338. Collects Jamaica, Australia. By M. F. Roett.

ROSS, James, 1132 Reed Avenue, San Diego, CA 92109. Collects Jamaica, Belize. By M. F. Roett.

SEIDL, John S., 65 Beach Avenue, Foxboro, MA 02035-1126, Collects Cayman Islands, By Tom Giraldi.

LYFORD, Ralph E., 23 K Drive Pensville, NJ 08070, Collects Bermuda, By Tom Giraldi.

SCHNELL, Dr. Roger G., 4800 N. E. 20th Terrace, Fort Lauderdale, FL 33308, Collects British Caribbean Mail through St. Thomas, Danish West Indies, by Dr. Peter McCann.

FRIEDEL, Michael G., P. O. Box 1047, Bettenrdorf, IA 52722, Collects Bermuda, by M. F. Roett

DICKGIESSER, Robert W., P. O. Box 475, Derby, CT 06418, Collects Bermuda, by Tom Giraldi.

### RESIGNATIONS RECEIVED

BAILEY, John, DOWNING, Roger J., EDINGER, Paul F., GIBBONS, Charles R., MENUZ, Wayne, PEARSE, Allan F., STEPHENS, Frederick

### ADDRESS CHANGES AND CORRECTIONS

BERGSTROM, William, 161 Herman Street, Hackensack, NJ 07601.

BRANDON, Ian M., 110 Stanford Avenue, Brighton, E. Sussex BW1 6FE, UK

BRUNSELL, Bradley W., P. O. Box 12, Milton, MA 02186.

BURGER, Norman B., 143 Columbus Place, Box 4805, Stamford, CT 06907

COLACINO, R. S., 44 Beaconsfield Road, Chatswood 2067, NSW, Australia.

COOPER, O. R., Box 180081, Casselberry, FL 32718-0081.

DOIG, Kenneth, 525 South Madera Avenue, Madera, CA 93637.

EDWARDS, Paul J., 5010 Arrowhead, Baytown, TX 77522.

EVANS, James F., 21760 White Stone Road, Marysville, OH 43040.

FINNERAN, Charles L., 2165 Darwick Road, Winston-Salem, NC 27127-8712.

FOSTER, Robert S., 9824 162A Avenue, Edmonton, Alberta T5X 5M7, Canada.

HINNEBURG-MURPHY, C.T., Handcross Park, Handcross, Hayward's Heath, W. Sussex RH17 6HF, UK

KEIFFER, Lincoln E., 1-210 Monroe Village, Jamesurg, NJ 08831.

KLUGMAN, Keith P., 71 Rutland Road, Parkwood 2193, Johannesburg, South Africa.

NEIL, Nigel R. J., 117 Charles Street, Swinton, Salford, Greater Manchester, UK

POTTER, Ian A., 4 Mansfeldt Road, Newbold, Chesterfield, S41 7BW, UK

PRAPPAS, Dempsey J., 8707 Katy Freeway #100, Houston, TX 77024-1704

SHAW, Reid L., correct zip code to 12309, not 12409.

STICHLER, Russell D., P. O. Box 2360, Airport Station, Cheyenne, WY 82003.

WADE, Dale, 5025 Idlewood Drive, Macon, GA 31210 (temporary).

WEINSTEIN, Louis, 170 Linden Avenue, Springfield, NJ 07081.

WEISS, Jeffrey K., P. O. Box 2898, Petaluma, CA 94953.

HELP! Richard DuFresne's December journal came back with no new address. Can you help?

### PERSONAL MENTION

The December 1988 British Caribbean Philatelic Journal, Vol. 28, No. 4, W/N 149 carried **Tony Shepherd's** article on "The Barbados Red Cross Charity Labels in World War II". Member **W. Clary Holt** has advised that he has just acquired this collection which also includes Belgian Red Cross labels. He wants to expand both collections and will appreciate it if members will let him know of further items available. Clary's address is P. O. Drawer 59, Burlington, NC 27216.

## CARIBBEAN ROUNDUP

I take on this section of the **BCPSJ** not without some trepidation. I am a Bermuda specialist, so sometimes I am going to say something wrong or describe something in terms that collectors of its area are not used to. With that in mind, contributors are asked to provide more descriptive detail with their material including the proper nomenclature. All material should be sent directly to me: Mr. Robert H. Ingalls, Jr., 20 Melrose Avenue, Greenwich, CT 06830-6213.

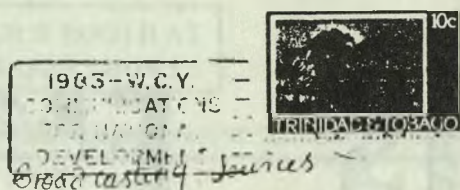
There is a fairly large backlog of items, some of which go back some years. Some material may no longer be news or it may be of not as much interest as it once would have been. Finally, the nature of this column makes it very difficult to tie different material into themes. Your patience is requested.

RHI

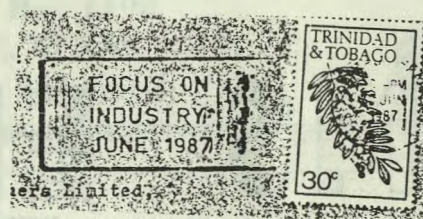
### TRINIDAD AND TOBAGO

Ben Ramkissoon has provided more material than I know what to do with. However, an obvious place to start is with Trinidad and Tobago since there is large amount of that material on hand. All items are reproduced at 64% of normal size.

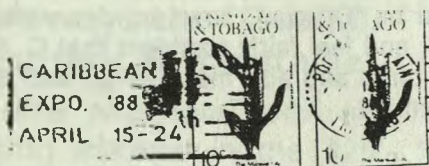
1. Slogan Cancels. Here are some machine "slogan" cancels used in the past few years.



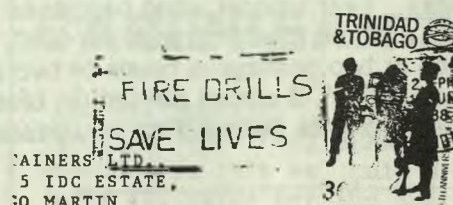
1983 World Communications Year  
Known used 21-31 Oct 83



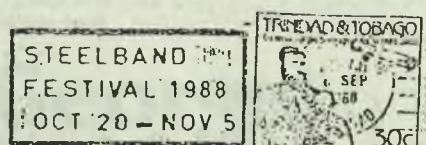
1987 Focus on Industry  
30 Jun 87



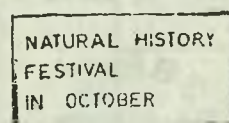
1988 Carib. Expo '88  
25 May 88



1988 Fire Drills Save Lives  
11 Jun 88



1988 Steelband Festival  
EKD 6 Sep 88

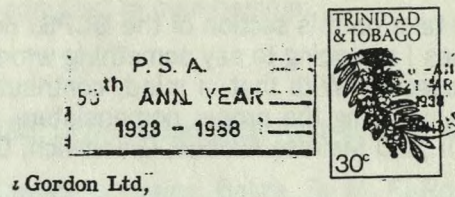


1988 Natural History Festival  
EKD c.14 Sep 88

2. A Slogan Mystery. In March, 1988 an organization was honored on its 50th Anniversary Year, but what organization? Was it the P.G.A. or the P.S.A.?

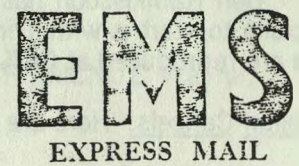
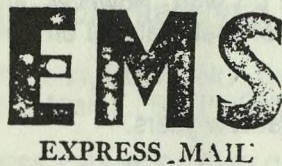


P.G.A. - 9 Mar 88

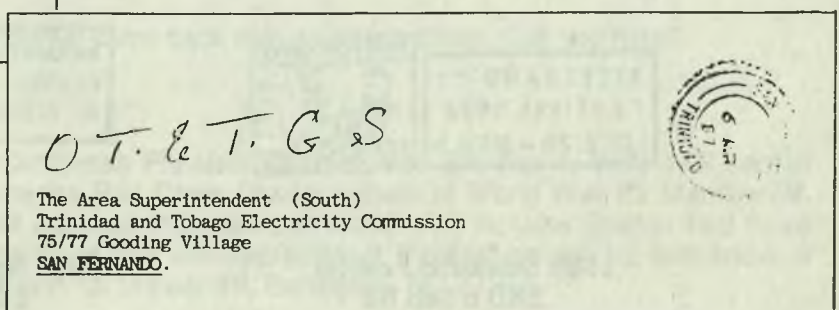
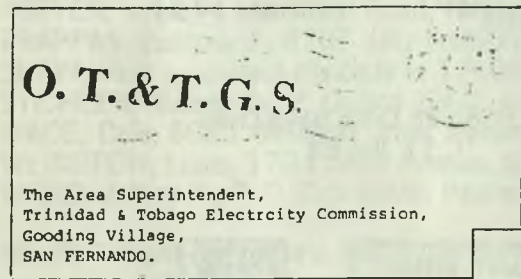


P.S.A. - 21 Mar 88

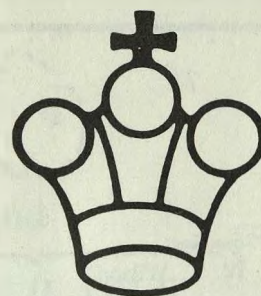
3. Varieties. For those who enjoy distinguishing variations in stamps and markings, here are impressions from six different EMS (Express Mail Service) handstamps. Have fun!



4. Official Mail. Ever wonder what happened to O.H.M.S. after independence? It was replaced by O.T.&T.G.S. I assume the "O" stands for "On", but could be "Official", have no idea whether T. & T. comprises one or two possessive nouns or two adjectives, and feel fairly confident that G. S. stands for "Government Service". It comes printed (in black and in blue) and also manuscript, and is apparently available even to private mailers if the addressee is government.



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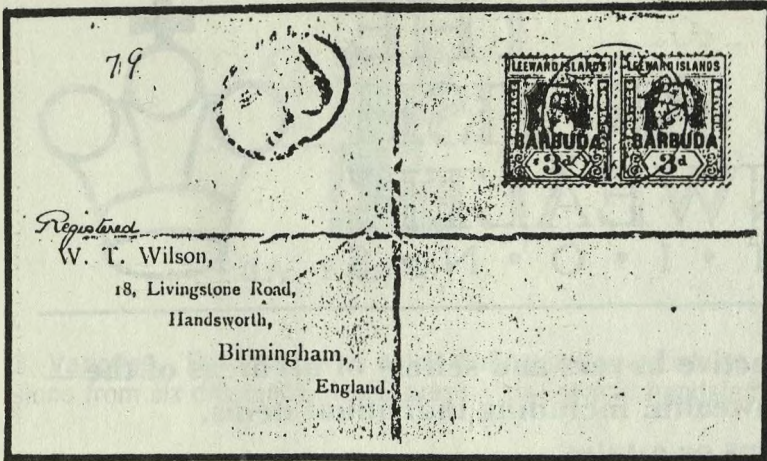
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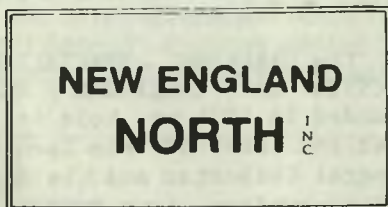
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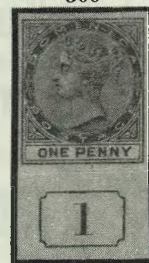
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