

BRITISH CARIBBEAN PHILATELIC JOURNAL

PUBLISHED BY THE BRITISH CARIBBEAN PHILATELIC STUDY GROUP
An Affiliate of the American Philatelic Society

June 1991

Vol. 31, No. 2; Whole Number 159

ISSN 0045-2890

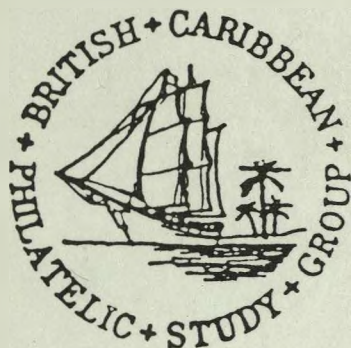


*Perforation Dilemma at Somerset House
(see article by Dan Walker)*

A Special 30th Anniversary Issue

Featuring:

<i>Anguilla</i>	<i>Antigua</i>	<i>Bahamas</i>
<i>Barbados</i>	<i>Bermuda</i>	<i>British Guiana</i>
<i>British Honduras</i>	<i>Cayman Islands</i>	<i>Dominica</i>
<i>Grenada</i>	<i>Jamaica</i>	<i>Leeward Islands</i>
<i>Montserrat</i>	<i>Nevis</i>	<i>St. Christopher</i>
<i>St. Kitts-Nevis</i>	<i>St. Lucia</i>	<i>Tobago</i>
<i>Trinidad and Tobago</i>	<i>Turks and Caicos Islands</i>	<i>Virgin Islands</i>



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British Caribbean Philatelic Journal

June 1991 - Vol. 31, No. 2, W/N 159

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Tel.: (613) 594-4933 evenings; 952-1894 daytime

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From the Editor's Desk: In this special issue celebrating the Group's 30th Anniversary, an attempt has been made to include an article on every country and colony represented in the BCPSG. My heartfelt thanks to all those, Group Leaders and others, who responded to my invitation to write for this issue. As the contents testify, that response was overwhelming. I hope everyone will find something of interest.

My thanks also to Mark Swetland, who did everything he could to make the transfer of editorship as

painless as possible and gave me much useful advice. His unstinting support has been of great help.

The change in typeface (Times Roman is used here) and in font size (from 12-point to 10-point type) is largely due to a combination of logistical problems (including the sheer amount of material) that made it impossible to keep the size used by Mark in recent issues or an intermediate size. Please let me know what you think of both the typeface and the font size used here: too small? too big? just right? - *M.F.*

Come Celebrate Our 30th Anniversary at INDYPEX!

President's Message

I extend to all members an invitation to join us in the celebration of our 30th Anniversary at INDYPEX (Indianapolis Convention Center, September 6-8). We will have a business meeting, and there will also be an important social component, to allow those present to mingle, reminisce about the past and perhaps make plans for the future! See below the arrangements made by Joan Larsen, our distinguished Social Chairman for INDYPEX.

The meeting will take place on Saturday, September 7th, and will begin at 1 p.m. Check the show program for the location. In contrast to last year, this year the auction will take place at the meeting itself; it will also be Jack Harwood's swan song as the Group's Auction Manager. The auction catalog will be mailed within the next few weeks.

Beyond the meeting and auction, the Group will have a strong presence at INDYPEX. At least eight

BCPSG members will have exhibits (some of them for the first time ever) at the show, which is part of the APS "Champion of Champions" competition. In addition, two other members - Paul Larsen and Russell Skavaril - will act as judges of the exhibits. One special attraction for British West Indies collectors will be the presence in the INDYPEX bourse of several dealer-members with extensive British Commonwealth stock.

As Mark Swetland leaves the editorship of the journal, I want to take this opportunity to offer him, on behalf of all of you, our earnest thanks for his services to the Group over the past five and a half years. Mark has done a tremendous job during that time and produced a journal of which we can all be proud. And of course, I want to wish his successor, Michel Forand, the best of luck. Let's all give him our support! - J. L. FREDRICK

And Now the Fun Part!

Join us September 6-8 in Indianapolis, as we celebrate the 30th Anniversary of the BCPSG at INDYPEX. We hope to have a large Group turnout for this special occasion, and we will be pulling out all the stops to see that everyone has a good time!

First, let's mention that Peter McCann, the Group's vice president and a resident of Indianapolis, invites all BCPSG members and their guests to his home on the evening of Friday, September 6th, for a barbecue. This will be a perfect occasion for socializing, and no one should miss it! For details, contact Peter in writing or by phone (see his coordinates on the inside front cover).

The show itself will take place at the Indianapolis Convention Center, 100 South Capitol Avenue. The Group will have a hospitality room at the Omni Severin Hotel located at 40 West Jackson Place, one block from the convention center. The hospitality room will provide the focal point and gathering place for members to meet and talk stamps during the three days of the show. And we encourage members to bring their spouses too, for Indianapolis is a great city!

Indianapolis is a city of museums, trendy shops, and casual and gourmet restaurants, and it also is the site

of our country's newest zoo. The Indianapolis Museum of Art is a must-see attraction, combining its beautiful park-like setting with exhibits of the great masters and contemporary artists alike. Car buffs can enjoy one of the world's largest collection of racing, classic, and antique cars at the famous Indianapolis Motor Speedway and Museum. Close by is the specialized Eiteljorg Museum of American Indian and Western Art, one of our nation's finest.

Shopping is also close by. Union Station, completed in 1888, is now an exciting stop, with over 70 specialty shops, restaurants, and night spots. And Indiana's venerable department store, L.S. Ayres, is within walking distance.

For those who wish to spend a little time out and about, I will provide maps, restaurant lists, and sight-seeing ideas. If there is enough interest, a spouses' outing will be planned for Saturday, September 7th.

The organizers of INDYPEX always manage to put on one of the year's best - and warmest - stamp shows. That, coupled with the fellowship and fun of a BCPSG get-together, looks to be a winning combination. So, make your plans soon for INDYPEX and our 30th Anniversary bash! - JOAN LARSEN

Antigua Straight-Line Handstamps

by MARK W. SWETLAND

In the course of working with the straight-line handstamps of Antigua, I have compiled tables listing all the covers I have recorded. In some cases these are covers in my collection. In other cases I have used data published in the *British Caribbean Philatelic Journal* by Bill Cornell and John Willem, and in books - particularly *The Codrington Correspondence* by Robson Lowe (1951). Mr. Lowe's forthcoming book, *The Leeward Islands*, will be out by the time this appears in print. However, until his new identification scheme for these straight-line handstamps becomes the standard for Antigua, I use the scheme from *The Codrington Correspondence*.

Two major types of Antigua straight-line handstamps exist, type PD and type PF. Type PD has only the name of the colony, with no date, whereas type PF has the name of the colony on one line and a date on

a line below the colony name. In Antigua, it appears that type PD came into use in 1780 and type PF in 1799. This article lists only the type PD covers.

The type PD handstamps show upper-case block letters in all examples except type PD4, which has upper-case italic letters. My acquisition of the cover bearing this handstamp, which is unique, makes for an interesting story. Several years ago, I received a phone call from Jim Sanders, a Cincinnati dealer who has since passed away, saying that a Cincinnati friend had mentioned my name as one who collected Antigua. Someone Jim knew had acquired a lot of B.W.I. material, including one Antigua cover. All of the material was for sale except the Antigua cover. The owner wanted help on valuing the material. If I would help, Jim would send me photocopies of the items.

ANTIGUA.
PD1

ANTIGUA.
PD2

ANTIGUA
PD3

ANTIGUA
PD4

ANTIGUA.
PD5

ANTIGUA.
PD6

ANTIGUA.
PD7

ANTIGUA
PD8

ANTIGUA
PD9

ANTIGUA
PD10

ANTIGUA
PD10a

ANTIGUA
PD11

ANTIGUA
PD12

ANTIGUA
PD12a

ANTIGUA
PD13

Type	Dimensions (in mm)	EDK*	LDK*	Source (quantity)	Total recorded
PD0	34½ x 4	18 Aug 1780		Tudway (1)	1
PD1	38 x 4	1 Sep 1780		Codrington (1)	1
PD2	39½ x 4	28 Feb 1781	29 Jun 1781	Gordon (1)/Tudway (1) Codrington (1)	3
PD3	27 x 3½	30 Apr 1782	20 Aug 1783	Tudway (2)/Codrington (4)	6
PD4	37 x 4	17 Dec 1783		Codrington (1)	1
PD4a	41 x 4	29 Nov 1784		Tudway (1)	1
PD4b	45 x 4	31 Dec 1784		Tudway (1)	1
PD5	38½ x 3	1 Apr 1786	5 Dec 1786	Tudway (3)/Codrington (1)	4
PD5a	37½ x 3	3 Aug 1786		Tudway (1)	1
PD6	46 x 3	17 Aug 1787	20 Jul 1789	Tudway (8)/Codrington (4)/ Cunningham (1)	13
PD6a	44 x 3	1787		Tudway (1)	1
PD7	34½ x 4	8 Nov 1789	13 Oct 1790	Tudway (1)/Codrington (14)	15
PD8	34½ x 4¼	20 Jun 1790	3 Sep 1793	Tudway (4)/Codrington (27)/ other (1)	32
PD9	33½ x 4	31 May 1791	17 Sep 1794	Tudway (12)/Codrington (8)	20
PD10	37 x 5	17 Jan 1794	24 Jul 1794	Tudway (3)/Codrington (4)	7
PD10a	37 x 5	17 Mar 1794	11 Jul 1795	Tudway (?)/Codrington (8)/ Payne (1)	9+
PD11	35 x 5	26 Apr 1795	24 Oct 1796	Tudway (9)/Codrington (7)/ other (2)	18
PD12	36 x 5	6 Aug 1796	14 Aug 1797	Tudway (8)/Codrington (4)	12
PD12a	36 x 5	2 Mar 1797	?	Tudway (1)/Codrington (1)	2
PD13	37 x 3	1 Jan 1797	3 Feb 1799	Tudway (8)/Bayer (4)	12
PD13a	38½ x 3	9 Aug 1798		Tudway (1)	1

Naturally, I was interested. Jim sent me the photocopies, including the Antigua cover not for sale. It showed the type PD4 cover from the Codrington correspondence. I put valuations on all the items as best I could and sent the information back, along with a note saying that if the owner should ever decide to sell the Antigua cover, I would like to buy it at my valuation. Months later, I heard from the owner, who was now willing to part with the Antigua cover. However, he was going on vacation, and so would not be able to mail it for several weeks. I waited, impatiently, and six weeks later, to my great joy, received the type PD4 cover.

The listing above is not complete. Sources, collections, files surely exist which I have not seen and am not even aware of. Those who have access to them will contribute much if they will provide the data they have to add to the listing of covers and their quantities.

As of today, I have an example of all the major types except for those listed as PD4b, PD6a, and PD13a. No one can have a complete collection of all these handstamps. However, to have all but three seems like an achievement that could never have been realized.

Since the measurements vary so slightly for certain types, the final number of different handstamps may be somewhat less than presented in the table. Can we be sure that types PD7 and PD8, which show a variation of only ¼ mm in height, are two different handstamps? Can we be certain that a difference in length of 1 mm is not due to the force used to make the strike? Questions like these may never be answered with complete certainty but make the study of these handstamps interesting.

If you have examples of the straight-line handstamps that I have not recorded, please send me a

good photocopy so they can be included in the listing that will appear some day in the completed Antigua Monograph. Bill Cornell deserves the help of all Antigua collectors for his perseverance over the years. Both he and I hope to see this work completed before we pass on. Since I will reach age 70 in August and I think he is close to my age, we need your help now to meet this goal. Please let us hear from you soon. My address is 32 Cat Brier Lane, Hilton Head Island, SC 29926 and Bill's is 233 Canterbury Court, Cincinnati, OH 45246.

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- _____. "An Antigua find." *The Philatelist*, v. 38, April 1972: 202-205.
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Barbados: Tercentenary of Annexation

by EDMUND A. BAYLEY, FRPSL

Since the annexation of Barbados is a very important milestone in its history and since it was commemorated by the issue of a most beautiful stamp, I thought it would be a very appropriate subject for the Barbados section of the Anniversary issue of our Journal.

During the 16th century, the Spaniards and Portuguese used to pay frequent visits to the island, and they used to capture numbers of the Arawak Indians, whom they carried off to work in the silver mines, but they never made any attempt to colonise the island. In fact, the island is shown on maps of the area as early as the turn of the 16th century as "La Barbata" (on a map of the Caribbean in the *Egerton Portolan Atlas*, c. 1508-10, London, British Museum, Egerton Ms 2803, fos. 7v-8r).

For many years, it was believed that the island was annexed for England in 1605 by a vessel called the *Olive Blossom*, but the noted historian, Dr. James A. Wilson, in 1926 proved conclusively that the date was wrong and that the correct date was 1625. Furthermore, that the vessel was not the *Olive Blossom*, but probably the *Olive*; however, its name is uncertain and speculative.

The discovery of the mistake was too late to prevent the island from celebrating the Tercentenary of the Annexation in 1905. An elaborate celebration was originally planned for 23rd November 1905, which was

declared a public holiday, but it was postponed for one week because of an art exhibition that was to be held on that day in the Carnegie Library by Lady Gilbert Carter, wife of the governor, as it was felt that the two events would interfere with each other.



Lady GILBERT CARTER



The issue of this stamp seems to have been a last-minute decision. A contest was held, and this was won by the same Lady Gilbert Carter. The design consisted of a brig of the type used at the time of the Spanish Armada, to represent the *Olive Blossom*, surrounded by a scroll at top and bottom and by the twisted trunk of a baobab tree on either side. It is interesting to note that the bottom scroll is inscribed "POSTAGE" and "REVENUE" even though Barbados never had any revenue stamps until 1916. The Barbados government placed an order for 500,000 one-penny stamps towards the end of January 1906, and the Crown Agents placed the order with Messrs. De La Rue & Co. on 21st February. The printers replied on 1st March, recommending that they be produced by the copper-plate process in three colours, at a total cost of £190. 5. 0., including plates and working plates, and offered as an alternative printing by the surface process at a total cost of £343. 2. 6. They also submitted essays in three colours ("A") and in two colours ("B").

These essays were in the De La Rue collection, which is on permanent loan to the National Postal Museum in London, but they were removed by De La Rue on 10th March 1954 and sold at auction in London sometime later; they are now in the hands of private collectors. The essay marked "A" was originally purchased by the late Hodsell Hurlock, who had the best collection of Barbados that has ever been put together.

On 12th March 1906, the printers promised delivery in four months. The printing was done under Requisition No. 19/06 in sheets of 60 (12 horizontal rows of

five) on paper watermarked Multiple Crown and CA (sideways). An initial supply of 180,000 stamps and 732 "specimens" was invoiced on 26th July 1906, and this was followed by the remainder of the order, consisting of 345,000 stamps, on 8th August. Thus the total printed was 525,000 stamps, which was within the 10-per-cent trade tolerance allowed to the printers by the Crown Agents. The stamps were duly despatched to the island and put on sale on 15th August 1906, some 8½ months after the celebration of the event. There is no indication whether or not the issue was sold out.

An employee of the Post Office (Mr. D., who at that time must have been a young boy) came across a sheet of stamps with the bottom row of five stamps completely imperforate between stamp and margin and bought it - which was, of course, and still is, against Post Office regulations. In 1956, he sold the sheet to my father, the late Herbert Bayley, for the sum of US\$30. My father, in turn, sold it in 1958 to his cousin, Herbert M. Shilstone Jr., of Houston, Texas for the sum of US\$200. This was included as Lot 1298 in the Shilstone collection, which was sold by Robson Lowe in London on 22nd June 1977, and I purchased it for £725. This item was included as Lot 632 in the sale of my collection by Harmers in London on 24th October 1990 and fetched £800 - I didn't do so well on this investment! There must have been another sheet, as I have seen a single copy, but this time imperforate between the stamp and the top margin. Illustrated above is a portion of the sheet showing the imperforate variety between the stamps and the bottom margin.

St. Lucia: Commercial Usage of the 1933-47 Postage Dues

by GRAHAM BARTLETT

Much has been written about the 1930 typeset issues, with their diverse usage on Panton and other philatelic covers, commercial items being scarce. However, little has been said of the following issue (1933-47), and in my opinion, any covers are difficult to find, with commercial items being scarce and those containing multiples, rare.

I have 1d and 2d philatelic covers, but the following four commercial covers show the 2d value used in various ways. First, a single on a 1938 redirected cover from British Guiana, where the 2 c. used for the initial, local destination was insufficient for onward transmission (Figure 1, slightly reduced).

Next, a 1934 underpaid cover from the United States, with the 2d value paying the extra amount due (Figure 2, reduced to about 65 per cent).

The third cover (Figure 3) is a very rare item, being a strip of three on a 1937 registered letter to the United States, apparently redirected to St. Lucia. As the initial date and the date on the postage dues are the same, and as the arrival date (in St. Lucia) is only one

day later, I wonder if the sender changed his mind about the addressee, and whether the letter ever went to the United States at all, with the dues merely paying the difference owing between the ordinary rate and the registered rate. However, that being as it may, the cover also has rare markings - "POSTED CONTRARY TO REGULATIONS" and "COMPULSORILY REGISTERED", both boxed, and both of which were stated by Geoff Ritchie in the St. Lucia handbook as being unknown used on cover!

The final cover - the *pièce de résistance* - is a 1943 censored airmail cover from India with a very fine block of 14 of the 2d postage due on reverse (Figure 4, reduced to about 75 per cent).

The last two covers shown here are probably unique, unless of course "you know different." I would be very interested to know of other commercial covers using the 1933-47 postage dues, particularly the other values (used before the following issue, released in 1949).

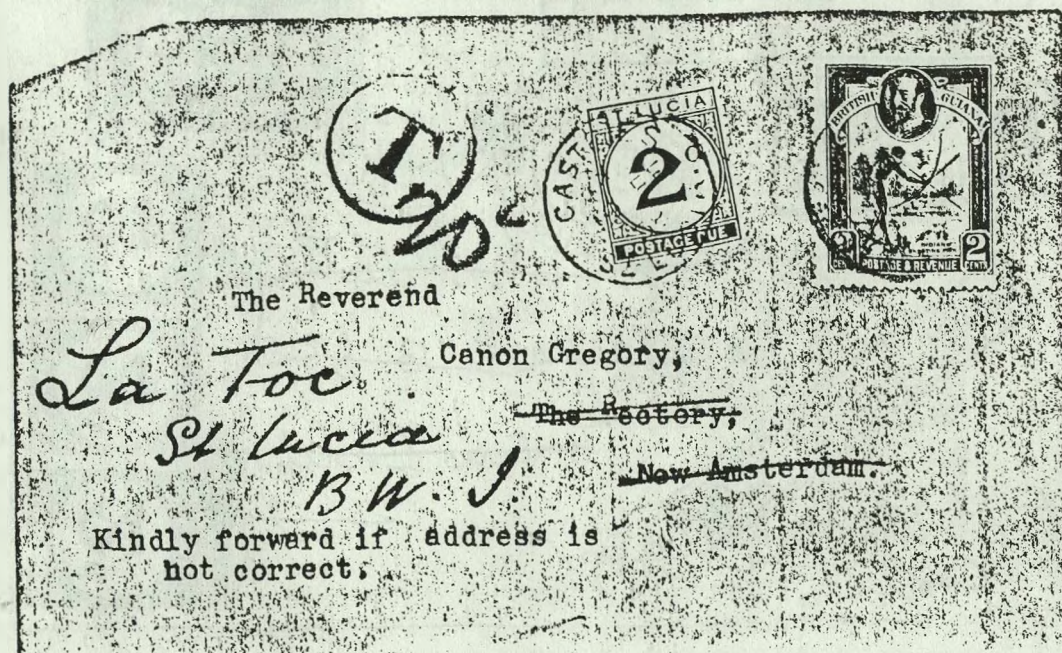


Figure 1

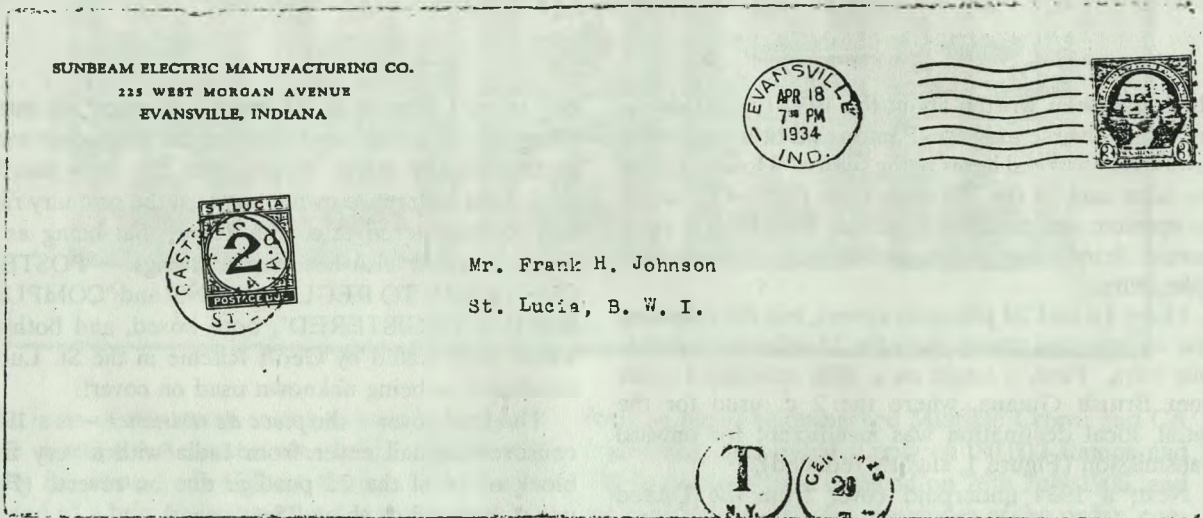


Figure 2

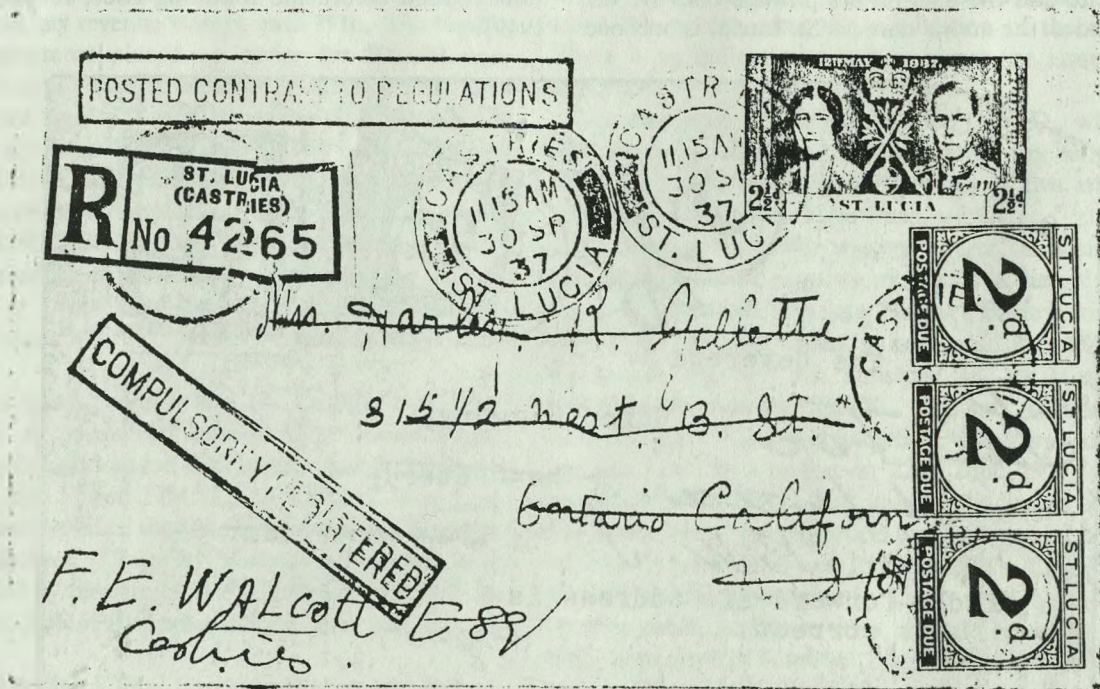


Figure 3

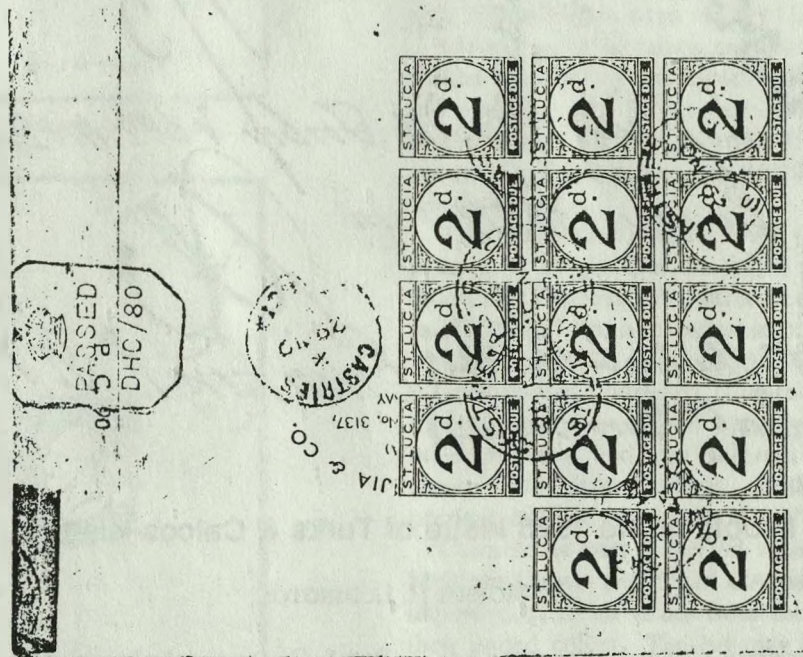
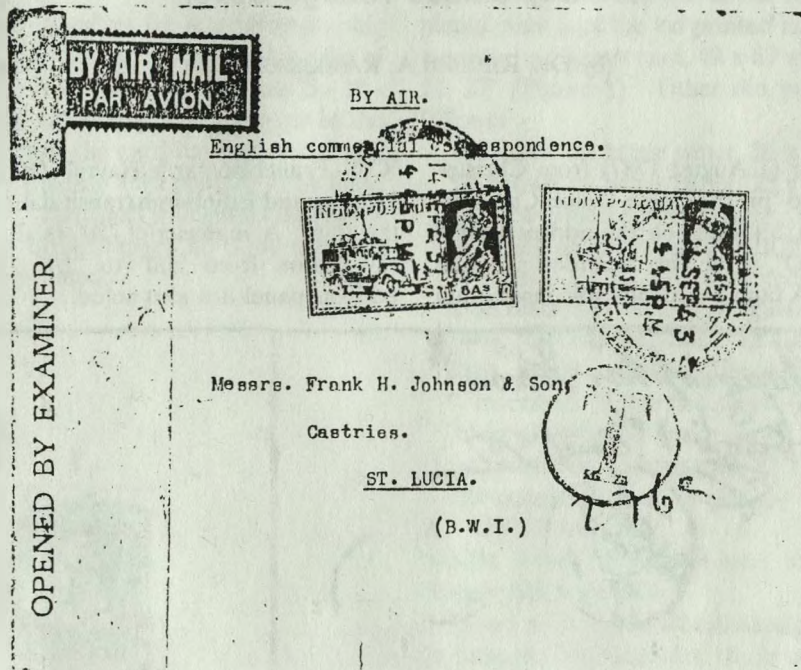


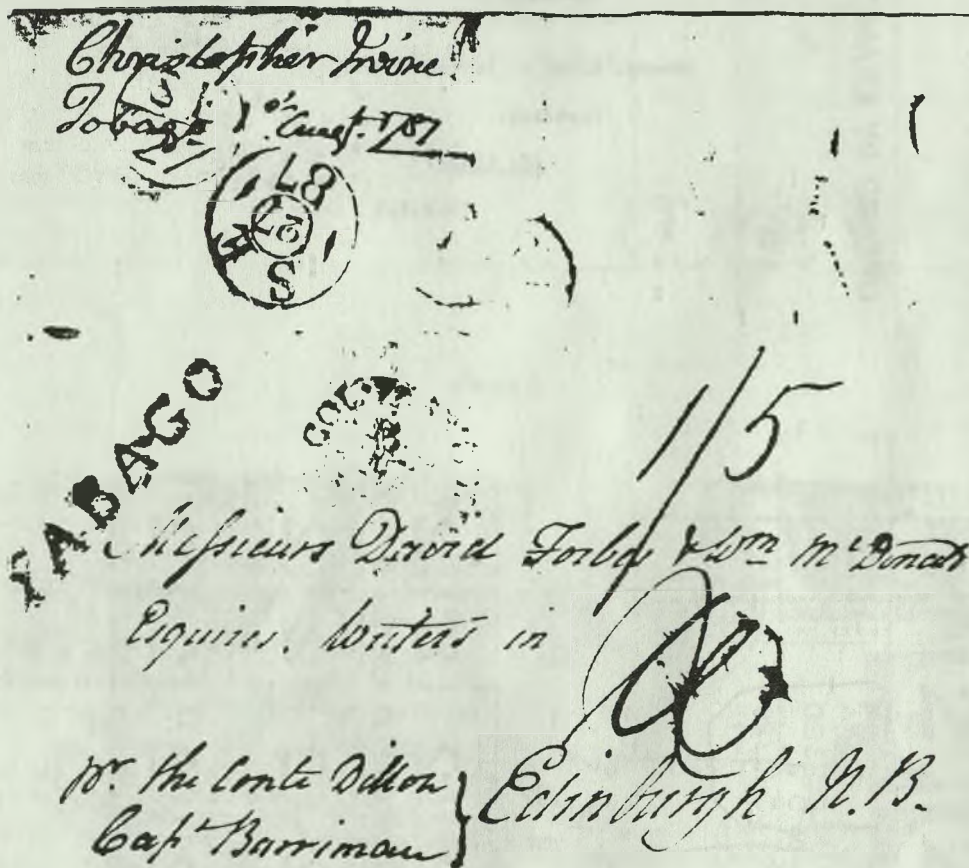
Figure 4

An Early Unique Tobago Cover

by DR. REUBEN A. RAMKISSOON

An early entire letter (1 August 1787) from Christopher Irvine at Tobago "pr. the Conte Dillon Cap Barriman" to Edinburgh, showing, on the address panel (in black), "TABAGO", is the only recorded example of this handstamp. A faint but identifiable inscription

"Col. Francoise/par/le/Havre" (Bergier 1) alongside London and Edinburgh transit datestamps appears on the flap. A manuscript "20" (red, on flap), and the revaluation from "1/0" to "1/5" (in black) on the address panel are also noted.



Proofs of the 1928 Issue of Turks & Caicos Islands

by MORRIS H. LUDINGTON

In April 1927, the Governor of Jamaica approved a resolution authorizing the use of Turks & Caicos stamps for revenue as well as postage. Since the current issue was inscribed for postage only, the printers, De La

Rue & Co., were asked to submit a new design, incorporating both words, for a series of eleven values - ½d, 1d, 1½d, 2d, 2½d, 3d, 6d, 1s, 2s and, for the first time, 5s and 10s. The former highest value, 3s, was

not included.

The earliest proof found so far is a photographic reproduction in black of a progress proof of the die of the 2½d, which is dated in pencil on the back "3 - 10 - 27". The background areas around the crowns in the upper corners and below the cacti have no horizontal lines, but only heavy shading lines painted in by hand on the original proof. The small triangular ornaments to the right and left of the figures of value are only partly finished, also by hand.

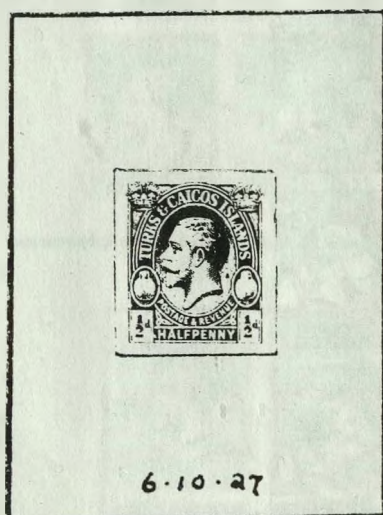


Figure 1

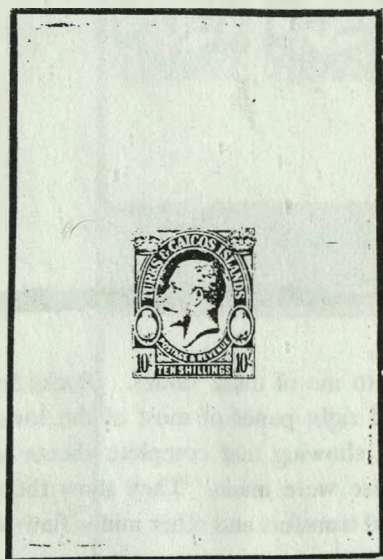


Figure 2

The earliest die proof so far recorded in its completed state is of the ½d printed in green. It is recess-mounted on heavy card, 49 x 67 mm, and is dated "6. 10. 27" (Figure 1). Other die proofs are known as follows:

- ½d green on heavy paper, 26 x 29 mm
- 1d brown on heavy paper, 25 x 28 mm
- 1½d carmine on heavy paper, 35 x 45 mm
- 2d black on heavy paper with irregular, untrimmed edges, ca. 53 x 78 mm, dated "9 - 11 - 27"
- 2½d black on thin with irregular, untrimmed edges, ca. 52 x 64 mm, dated "13 - 10 - 27"
- 2½d bright blue on thin paper, 53 x 61 mm, inscribed "Value O.K. JAR (?) 17. 10. 27"
- 3d bright blue on heavy paper, 34 x 46 mm
- 6d purple on heavy paper, 23 x 29 mm
- 10s purple on heavy paper, 53 x 77 mm (Figure 2, slightly reduced).

No die proofs have been seen of the 1s, 2s, or 5s, though they may exist.

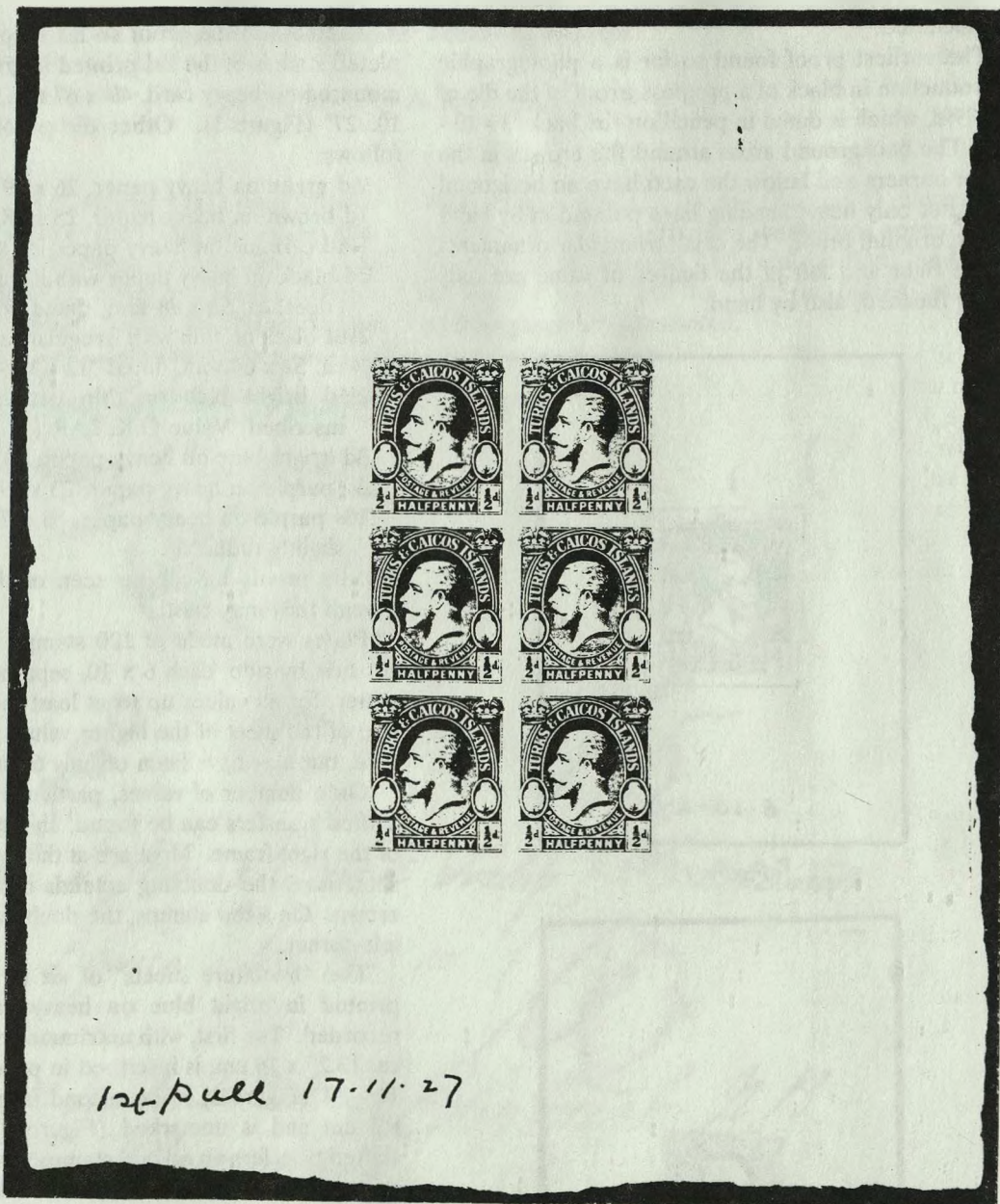
Plates were made of 120 stamps, in two panes of 60, side by side, each 6 x 10, separated by a vertical gutter, for all values up to at least the 3d value. The size of the sheet of the higher values is not known for sure, but may have been of only 60 stamps.

On a number of values, particularly the ½d, slight shifted transfers can be found, chiefly of the top part of the right frame. Most are at the top corner, though sometimes the doubling extends down to below the crown. On a few stamps, the doubling is near the top left corner.

Two "miniature sheets" of six (2 x 3) of the ½d printed in bright blue on heavy paper have been recorded. The first, with untrimmed edges, measuring ca. 13.25 x 16 cm, is inscribed in pencil: "1st pull 17 - 11 - 27" (Figure 3). The second is cut down to 5.5 x 8.2 cm and is unmarked (Figure 4). Each shows shifted transfers on several stamps, which are different on each sheet, and also different from any on the sheets of the issued stamps. Both the reasons and purpose of these "miniature sheets" are unknown.

Color trials exist of the ½d value on watermarked Multiple Crown and Script CA paper, gummed but imperforate, of all values from the 1d to the 10s in their issued colors. The ½d may also exist, but has not been seen.

Figure 3



A series of plate proofs, or possibly "printers' samples," in bright blue on heavy paper, imperforate, has been well known for many years. Normally found are the ½d, 1d, 1½d, 2d, 2½d, 3d, and 5s. None have ever been reported of the 6d or 10s, and only a bottom right corner block of eight of the 1s with enormous margins (Figure 5) and a block of four of the 2s

are known to me of these values. Blocks from both the left and right panes of most of the lower values are known, showing that complete sheets of 120 of each of these were made. They show the identical small shifted transfers and other minor flaws as on the issued stamps.



Figure 4

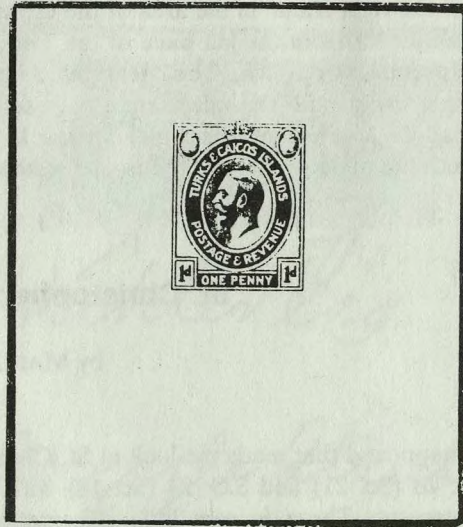


Figure 6

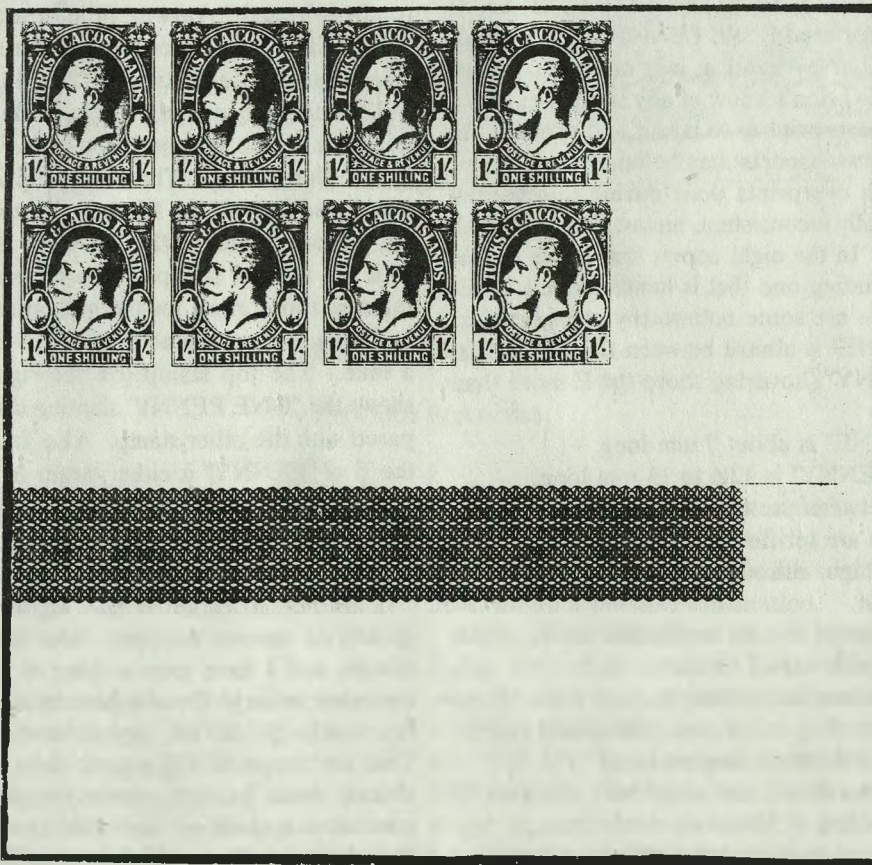


Figure 5

Though a few stamps of several values show slight retouches of the right frame in the area of the crown, only one stamp - no. 9 in the left pane of the 1½d - has a more prominent retouch. The background between the right cactus and the value tablet is in solid color, instead of a series of horizontal lines. It is found on both the plate proofs and the issued stamps.

The set exists overprinted "SPECIMEN" in Samuel type D16.

To complete the record, it should be mentioned that Harrison & Sons, Ltd. submitted a photogravure essay in a different design at some time in 1927. Printed in bright blue on a thin paper sheet, 5.9 x 6.8 cm, it was rejected (Figure 6).

St. Christopher: One-Penny Opera

by MARIANO B. DELISE

Something happened that made me look at St. Christopher S.G. 26 (Sc. 21) and S.G. 24 (Sc. 18) with a renewed interest. There is very little information about these locally surcharged stamps.

Because of a shortage of 1d stamps during 1887, the existing 6d (S.G. 8, Sc. 7) and ½d (S.G. 11, Sc. 8) issues were overprinted "ONE PENNY.", and the values were lined out by hand in ink, using a straight-edge and a pen. I don't know of any studies made of this surcharged overprint as to layout and process. In this case, these two aspects may be important.

As often with overprints done during this period, this one is typically inconsistent, messy, and placed all over the stamp. In the eight copies that I own of this overprint - including one that is handstamped "SPECIMEN" - there are some noteworthy consistencies:

- The O of "ONE" is almost between the E and first N of "PENNY" (hovering above the E more than the N).
- The word "ONE" is about 7 mm long.
- The word "PENNY" is 12½ to 13 mm long.
- The space between the two words is 1½ mm wide.
- All the letters are seriffed (except the O, of course) and 2 mm high, although some slightly higher Ps and Es exist.
- The center line of the Es has double serifs, which look like a sideways T or dart.

There are also some inconsistencies:

- The letters are often misshapen, with missing serifs, bent rows and letters, and no stops.
- There are extra flecks and spots with shadows of partial doubling of letters or overprint.

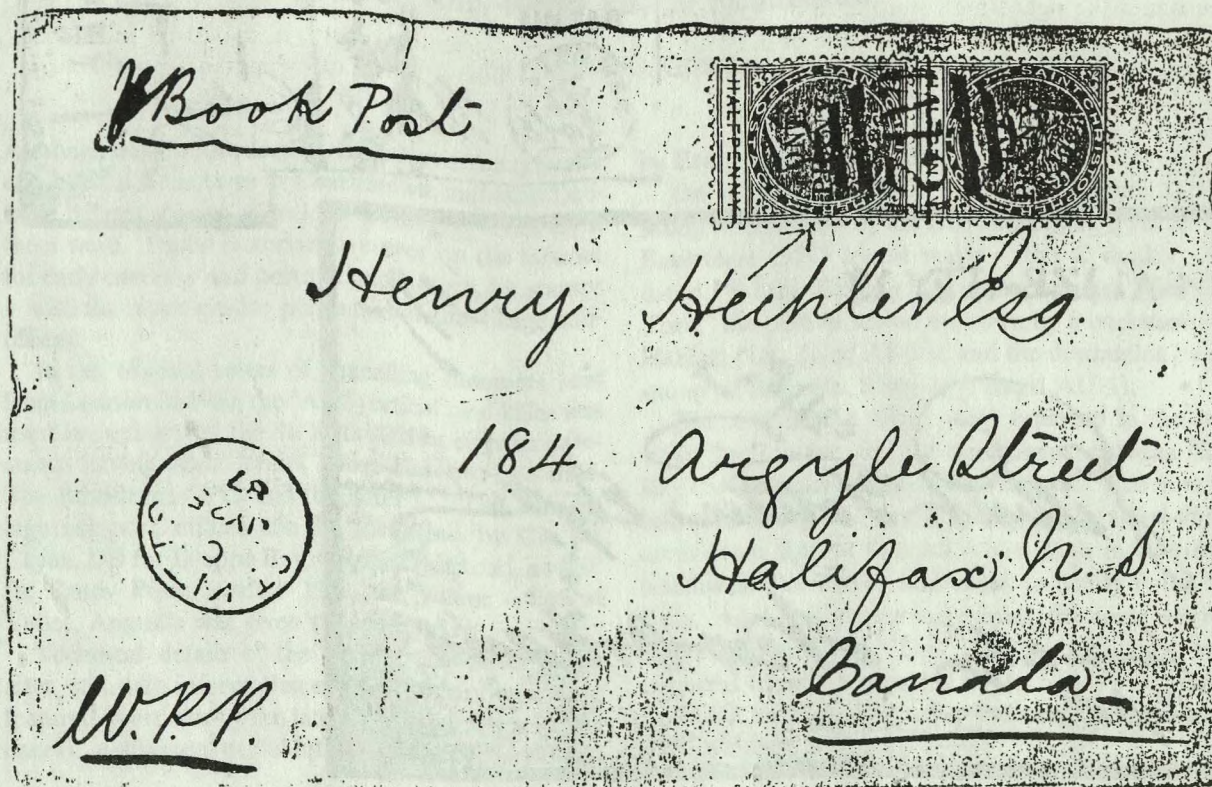
The reason I am pointing out all this is an item that I found at a recent auction. You see, I bought this

frontispiece of a cover - either the back of the envelope is missing or the front was part of a wrapper for a book that was sent to Canada - that has a pair of the 1d/½d overprint, with inverted surcharges. Bought "as is," the assumption is that it is fraudulent and totally invented. Anyway, at least a clever joke.

Looking at the cover (illustration not to scale), the cancel qualifies as authentic (24 x 17.5 mm), with the "A12" being 7.5 mm high. Unfortunately, the cancel does not tie the stamps to the cover (slightly reduced in the illustration). The datestamp is 21 mm in diameter and has "C" for Basseterre, typical for the period. The line across the ½d value is also consistent with the normal stamps. The measurements are the same as those given for the authentic surcharge.

There are two characteristics that may prove this as a fake. The top stamp (on the right on the cover) shows the "ONE PENNY" slanting downward as compared with the other stamp. Also, in the latter stamp, the E of "PENNY" is either larger or just higher than the normal letters. How the surcharges were applied might explain some or all of the consistencies and inconsistencies.

I am not an expert in this matter; no one I have spoken to knows anything about this inverted surcharge, and I have seen nothing in print on it. This leaves me asking: Does anyone in the Group know of this surcharge or has anyone seen anything on it? This surcharge offers a great area of study, if not already done. I could present the piece to an expert committee and accept their findings. But before I do that, I thought I would share this interesting "as is" item with the members of the Study Group.



Belize or Balize?

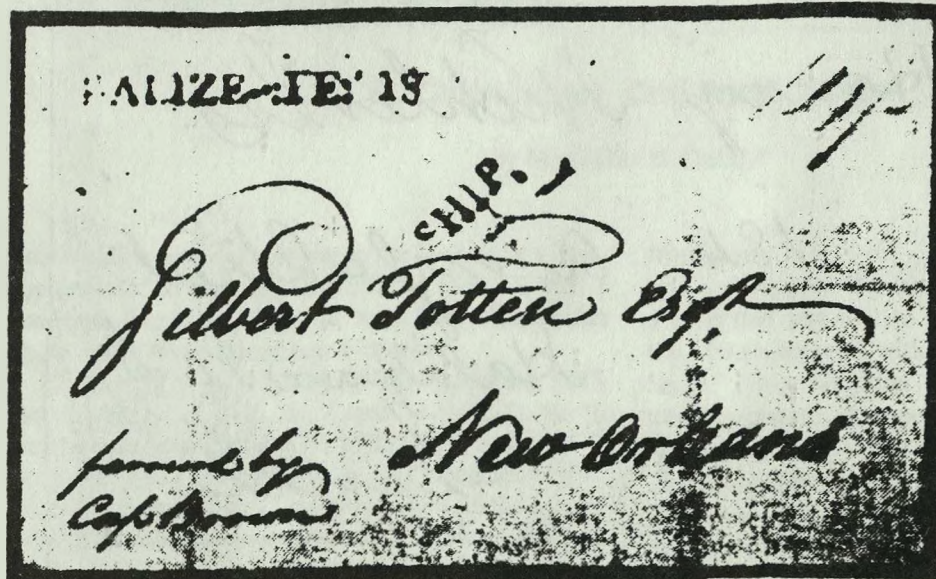
by EDWARD F. ADDISS

Robson Lowe, in his pioneering work, *Handstruck Postage Stamps of the Empire* (see References), stated that a straight-line "BELIZE" mark in black was used in the early 1800s. This observation has been picked up and used by others, but I have never seen an illustration.

Certain corroborative evidence would seem to bear out the use of this handstamp. As Eric King notes, the Public Meeting at Belize in 1809 "resolved to establish a post office to meet the growing needs for a reliable postal service." However, as King goes on to say, "there is no evidence of any post office or postal service being established in Belize prior to 1830."

Mr. Lowe certainly did not make up the use of this mark out of whole cloth. If he did not see a straight-line "BELIZE," then what did he see? I have, I believe, found a possible explanation.

In the early 1800s, there existed a small town called Balize, located at the mouth of the Mississippi River, some 50 miles south of New Orleans. As shown in the *American Stampless Cover Catalog*, it used a straight-line "BALIZE" handstamp in both red and black from 1807 to 1809. Strikes of this handstamp are exceedingly scarce, with only about a half-dozen having been recorded. The mark is ca. 25 x 5 mm. It is illustrated below (not to scale).



Belize has had a strong commercial connection with New Orleans for many years. Mail to Britain was routed via Jamaica or New Orleans from at least 1830 on. It is entirely possible that a letter originating at Belize was stamped with the "BALIZE" straight-line, used as a transit mark, and that this was what Mr. Lowe saw.

If you do find a straight-line "BELIZE" handstamp, you will have a whopping rarity. But be sure it reads "BELIZE" and not "BALIZE"!

References

- King, Eric W. "The development of communications to and within Belize, 1700-1920." *Belcast Journal of Belizean Affairs*, v. 2, December 1985.
- Lowe, Robson. *Handstruck Postage Stamps of the Empire*. London, Robson Lowe Ltd., 1940, p. 44.
- David G. Phillips, ed. *American Stampless Cover Catalog*. 4th edition, v. 1, North Miami, Fla., David G. Phillips, 1985. p. 128-129.

Coming in the next issue...

Michael Oliver discusses the King George V stamps of the Leeward Islands
Charles Freeland presents the earliest known letter from Bermuda
Tom Giraldi updates "The Postal History of the Cayman Islands"

...and more

St. Kitts-Nevis Village Postmarks

by HAROLD G. GOSNEY

Although most of the used St. Kitts-Nevis stamps were cancelled at Basseterre or Charlestown, and most Leeward Islands stamps at St. John's, Antigua - not all of them were. Postal historians are ever on the lookout for early covers - and postmark collectors, for stamps - with the more elusive postmarks of the village sub-offices.

In the original series of cancelling hammers sent from London in 1900, the "A12" vertical oval killer was used in duplex with the St. Kitts 20 mm circular datestamp having code letters above the two-line date. The Basseterre GPO had the letter C. The four village sub-post offices can be identified by CA for Cayon, DB for Dieppe Bay, OR for Old Road, and SP for Sandy Point. After 1910, the village office at Valley, Anguilla was given the letters AN.

Technical details of the earliest and latest dates, sizes, etc., with information on the village offices, were featured in articles by the late Stan Durnin (see References). Additional useful information was contributed

by Eric Heyer in June 1966.

On a 1905 cover from Old Road (Figure 1), the stamp is cancelled by the OR duplex dated JU 25. A Basseterre GPO transit mark - the C duplex - is dated JY ? 05. Despite the routing request, "Via New York," the port of arrival is shown by a backstamp of Halifax, N.S., dated AUG 9, and the destination backstamp of Belleville, Ontario is dated AU 11.

The A12 duplex killers were replaced in the late 1920s by 25 mm circular datestamps showing "ST. KITTs/*/[two-line date]/[village name]". The item illustrated in Figure 2 began its journey as a first-flight cover from Rae to Camsell River, both in Canada's Northwest Territories, addressed to Sandy Point, St. Kitts. As the addressee had moved, the cover was re-directed to Nashville, Tenn. With the addition of two Leeward Islands stamps tied by the Sandy Point c.d.s. dated JA 6 34, it then took on the more interesting role of a St. Kitts village cover.

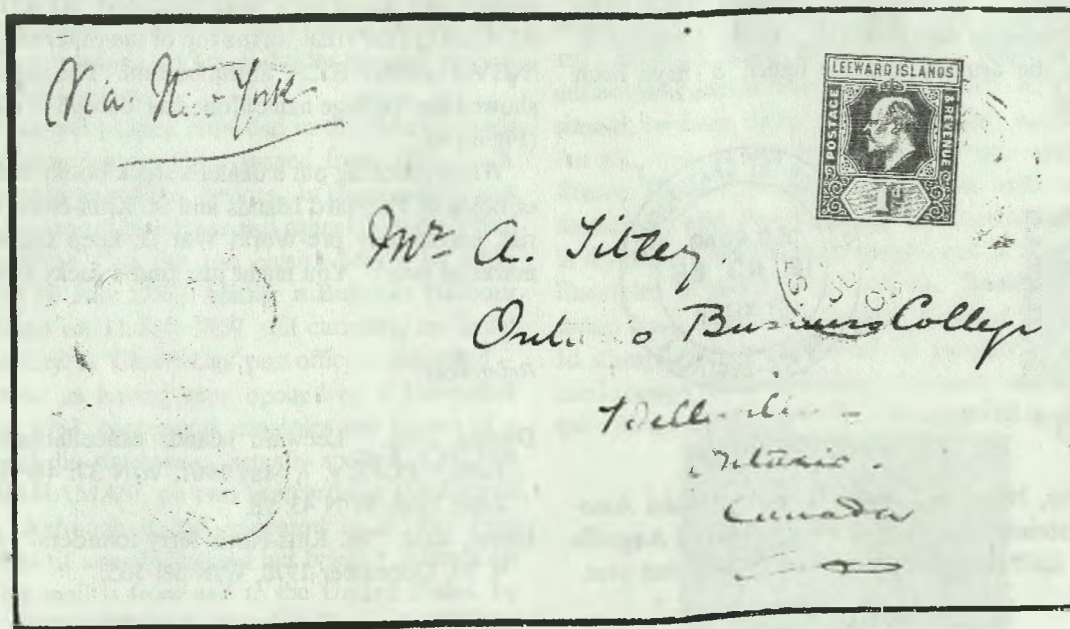


Figure 1



Figure 2

When the first Nevis sub-post office opened on June 1, 1943 in the village of Gingerland, it was supplied with a 20 mm c.d.s. showing "GINGERLAND/*/[two-line date]/NEVIS". In the Figure 3 illustration, the asterisk and the figure "8" have been transposed.



Figure 3

St. Kitts, Nevis and Anguilla were granted Associated Statehood on February 27, 1967, but Anguilla declared itself independent on May 30th of that year.



Figure 4

However, when the new village postmarks appeared in 1968, they included the name Anguilla. The 30 mm double-ring datestamps were inscribed "STATE OF ST. CHRISTOPHER" in the top of the outer ring, and "NEVIS - ANGUILLA" at the bottom. The inner ring showed the "[village name]/[one-line date]/ST. KITTS" (Figure 4).

When checking out a dealer's stock books and cover boxes of Leeward Islands and St. Kitts-Nevis material, particularly pre-World War II, keep the village marks in mind. You might just find a lucky strike!

References

- Durnin, Stan. "Leeward Islands cancellations: St. Kitts." *BCPJ*, v. 7, May 1967, W/N 37: 44-45; v. 8, June 1968, W/N 43: 98.
- Heyer, Eric. "St. Kitts-Nevis ferry founders." *BCPJ*, v. 10, December 1970, W/N 58: 165.

Whale Cay, Bahamas

by GALE J. RAYMOND, FRGS

If you'd like to really "get away from it all," try the Berry Islands in the Bahamas. Nothing much to do, except listen to the coconuts fall, enjoy the soft breezes among the palm leaves, maybe do a bit of fishing, snorkeling, meditating, hunt for pirate treasures... But you'll have to look elsewhere for another treasure - a Whale Cay postmark.

Too small to show up on most maps, the Berry Islands are a string of colorful cays in the Bahamas, roughly between Nassau and Grand Bahama Island, off the beaten track, best known only to cruising yachts, sloops, and fishing boats. The innumerable tiny cays (say "keys") or islets add up to only 14 square miles, with even now a total population of less than 300 souls - men, women, and "chillun."

One sub-post office has normally sufficed to serve the populace, generally on the cay having the largest school and best literacy. To this post office was brought in the occasional mail from other cays in the area. If incoming mail arrived for someone up or down the cays, word was passed amazingly fast by the "grapevine," or word of mouth, bringing the addressee along in jig time, usually by tiny sailboat in this area, dependent on winds, waves, and tides, to pick up perhaps a single letter.

The first post office recorded in the Berry Islands was at Great Stirrup Cay, opened from 1865 to ca. 1866, prior to cancelling devices. In chasing Bahamas postmarks, postal historians and cancel collectors find Lignum Vitae Cay not too elusive (open by 1926, closed on 10 July 1959); neither is Bullocks Harbour (established on 11 July 1959, still current), on Great Harbour Cay. A "Chubb Cay" post office - so spelled - is recorded as having been opened on 6 November 1981. In 1983, two (poor) examples are known of a small steel-die datestamp, actually spelled "CHUBB CAY, BAHAMAS", on two postcards to the United States. Although it still appeared in a 1987 Post Office List, it actually existed but briefly. Almost all Chub Cay mail is from and to the United States, by private plane, with U.S. stamps. The cay did also

briefly enjoy local-post stamps in about 1982, with a boxed private cancel reading "CHUBB CAY CARRIER SERVICE," now also quite scarce.

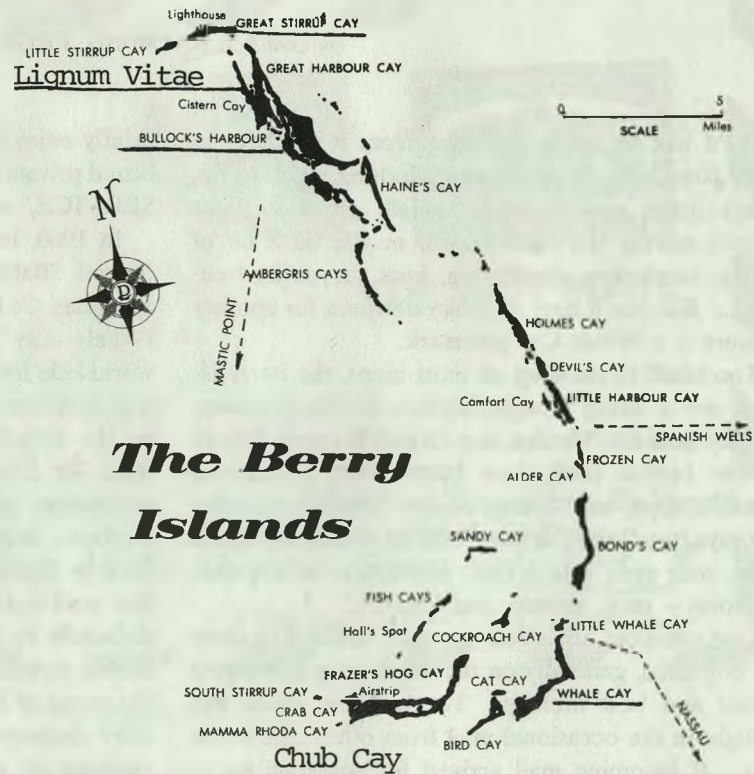
In 1960, Dr. Howard K. Thompson unearthed an official "Bahamas Post Offices 1913 List" in the Bahamas Colonial Secretary's Records, which listed "Whale Cay." This generated an intensive quest worldwide for any surviving postmark examples. Factual existence of the post office was indeed confirmed by the then-Postmaster General, Claude Saunders, from Mr. Elmore J. Gomez, J.P., who had served as postmaster at Lignum Vitae Cay, then at Bullocks Harbour, over a great many years. Mr. Gomez had lived at Lignum Vitae Cay since 1905 and confirmed that mail had been relayed through Lignum Vitae Cay definitely by 1909 from a post office on Whale Cay, whose owner and postmaster was an Englishman by the name of Mr. Wildes. As GPO records in Nassau were destroyed by a fire many years ago, no actual opening or closing dates have been found of the Whale Cay post office. However, reports and photocopies have trickled in, confirming the existence of its single-circle steel-die datestamp, with dates from May 1911 through April 1918, at least. Reports of any additional cancels from this post office, with earlier, similar, or later dates, would be deeply appreciated. As yet, only a tiny few have survived, apparently. Trevor Davis (U.K.) has a cover or card with this datestamp; alas, the photocopy has been buried or lost in my papers, and so will appear later in these pages. Examples of partial strikes of the Whale Cay datestamp have turned up on loose Edward VII ½d and 1d stamps, mostly purchased for pennies as ordinary used stamps of the Bahamas. My own lone example, quite clear, dated 29 AU 11, was acquired in the John



Gavalek collection. As yet, examples recorded can be counted on the fingers of one hand. The example illustrated on a pair is dated SE 1914 (John Forrest collection).

Whale Cay, at last report, was still the private island of Englishwoman Marion B. Carstairs, of speedboat racing and aviation fame. Possibly now deceased, she last lived in Miami, where she once wrote me she knew nothing of any previous Whale Cay post office and certainly did not want one! Summertimes, the cay has been the site of a camp for Bahamas underprivileged children. She has always been most generous to Bahamas children's programs and charities. The cay has a number of houses, including a large manor house, church, schoolhouse, and general store. If boats approach, a caretaker steps out on the dock, standing guard with a rifle: visitors are not welcome. Like many such remote cays, rumors were once whispered of strange doings ashore, of a private monarchy ruled by a strict queen, with her own 300-woman army - rumors never confirmed, perhaps imagined by natives who had been waved off the island by rifles and shotguns.

Described as "short, erect as a drill-sergeant in khaki shirt and trousers," Carstairs had been a front-line ambulance driver in World War I, a speedboat champion, a racing-car driver, an aviator, and commander of her own army. She was once sued for piracy, had smoked cigars since the age of 8, and her arms were covered with tattoos, souvenirs of a hazy evening in Hawaii, at age 24, with some Spanish sailors. A genuine unconventional non-conformist, she left her mark on the world, caring naught for other people's opinions. It is doubtful she was ever a philatelist, alas. The walls of her house were covered with the skins of wild animals, boa constrictors, and record-breaking marlins and tunas, from her incredible life as a sportswoman *par excellence*. Persons who own their own islands are a special breed unto themselves. So, now you know about Whale Cay and a part, at least, of its postal history in Bahamas yore.



[With acknowledgments and thanks for map and information to *Sun 'n Sixpence* (Dupuch, 1964); *Holiday Magazine* (ca. December 1965); and personal letters; also to Jack and Andy Harwood, from Chub Cay lazy days, fishing and exploring.]

Support the BCPSG Dealer-Members: They Support Us!

British Virgin Islands Postal Markings, 1787-1956

by J. L. FREDRICK and PETER P. MCCANN, Ph.D.

Although postal markings of the British Virgin Islands have been described in the recently published Volume VI of the *Encyclopaedia of British Empire Postage Stamps* by Robson Lowe (1990), an accurate summary of all the markings used in the British Virgin Islands has not been available. We list here the major types of handstamps and their dates of usage as compiled in

various reference sources and on the basis of our own experience with philatelic material and auctions, and of information received from other collectors. Late usages by "favor" are not included. Corrections or expansions of these dates would be appreciated. As a matter of record, the Type 1 Tortola has not been reported previously.

Type 1 - "TORTOLA"; large, single-line handstamp
22 June 1787; only recorded usage

TORTOLA**

Type 1

Type 2 - "TORTOLA"; single-line handstamp
1794 - 23 December 1798

TORTOLA

Type 2

Type 3 - "TORTOLA/[date]"; double-line datestamps, of which there are four major subtypes (shown here), plus several varieties based on differences in the order and form of the date.
1797 - 1848

TORTOLA TORTOLA
JUN261804 28AUG1841

Type 3A

Type 3B

Type 3A - Most common; 1797-1840

Type 3B - 1813; 1835-45

Type 3C - 1800; 1839-48

TORTOLA TORTOLA
OCT271800 20OCT1842

Type 3C

Type 3D

Type 3D - 1801; 1841-47

Type 4 - "PAID AT TORTOLA" within double-ring crowned circle; 1842; not known used on cover during the 19th century; used as an official Paid mark between 1900 and 1918

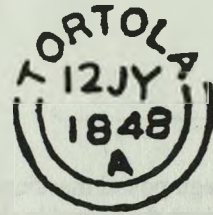


Type 4

Type 5 - "PAID AT TORTOLA" within single-ring crowned circle;
1854-63



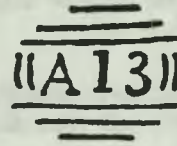
Type 5



Type 6

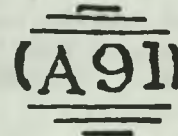
Type 6 - "TORTOLA" in double-arc datestamp
1848-53

Type 7- "A 13" in a horizontal oval of bars; exists in two variants
8 May 1858 - 1 April 1860 on stamps of Great Britain
December 1866 - 30 August 1902 on stamps of Virgin Islands used at Tortola



Type 7

Type 8 - "A 91" in a horizontal oval of bars (not to be confused with another "A 91" in vertical oval of bars, used at Southsea, England, from 1887 onward)
14 June 1859 - early 1867, used aboard mailboats on stamps of Great Britain
6 March 1867 - 2 May 1904, used at Tortola



Type 8

Type 9 - "TORTOLA" in a straight line within a single-ring circular datestamp; exists with and without A, C, or - index letter variants
28 December 1863 - April 1888



Type 9

Type 10 - "TORTOLA" curved within a single-ring circular datestamp
29 March 1888 - 8 August 1906



Type 10



Type 11

Type 11 - "VIRGIN ISLANDS*/[date]" in a single-ring circular datestamp
July 1897 - 18 May 1903

[To be continued]

Some Rare Postmarks of British Guiana

by COL. FRED F. SEIFERT

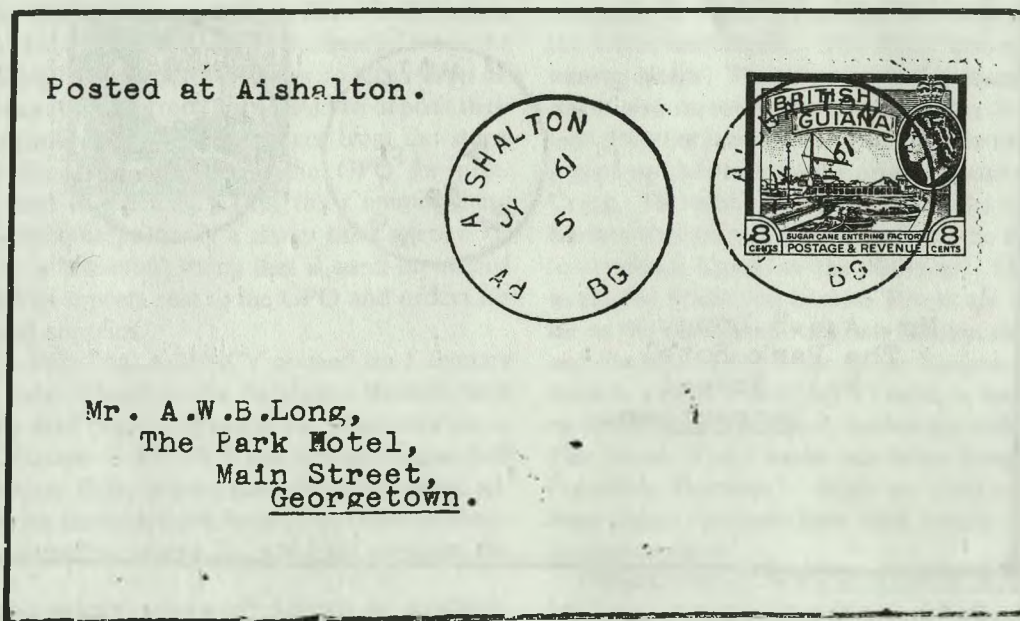
From the philatelic viewpoint, British Guiana has been best known for its "world's rarest stamp" - the 1856 one-cent black on magenta. However, that former British colony has also provided philatelists with quite a few other rarities in the form of postmarks. When gathering material for the Townsend and Howe book, *The Postage Stamps and Postal History of British Guiana*, our friend and fellow BCPSG member, the late Fred G. Howe, contacted all of the known collectors of British Guiana postmarks for a survey of their holdings. He also wrote to many of the postmasters and postal agents in the colony, and with the help of Mr. A.W.B. Long of Georgetown, obtained examples of the postmarks being used. He also obtained much information on mail routes and, when possible, the *raison d'être* of each postal facility.

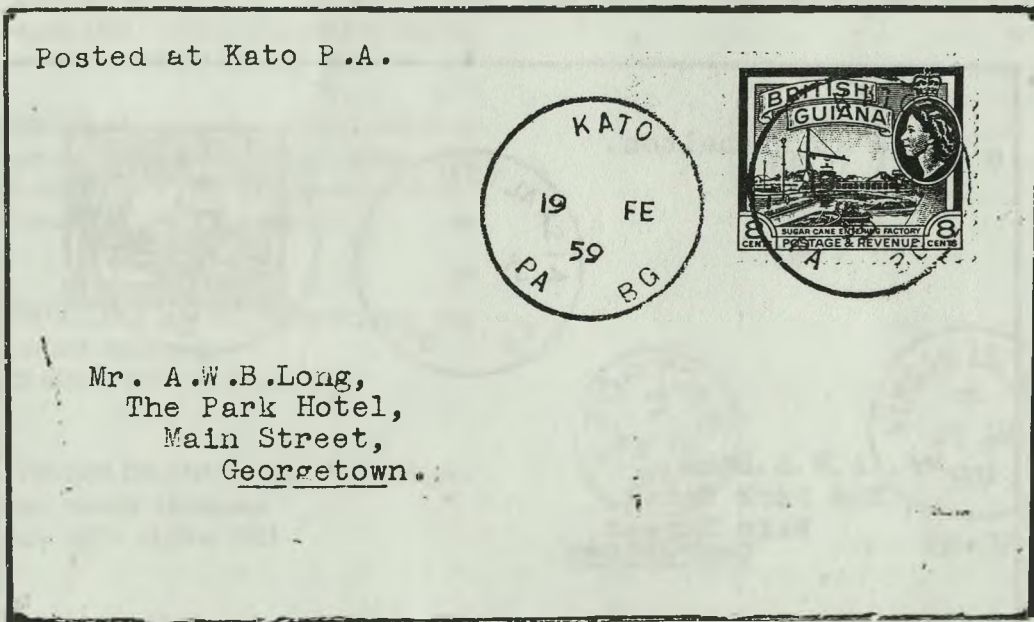
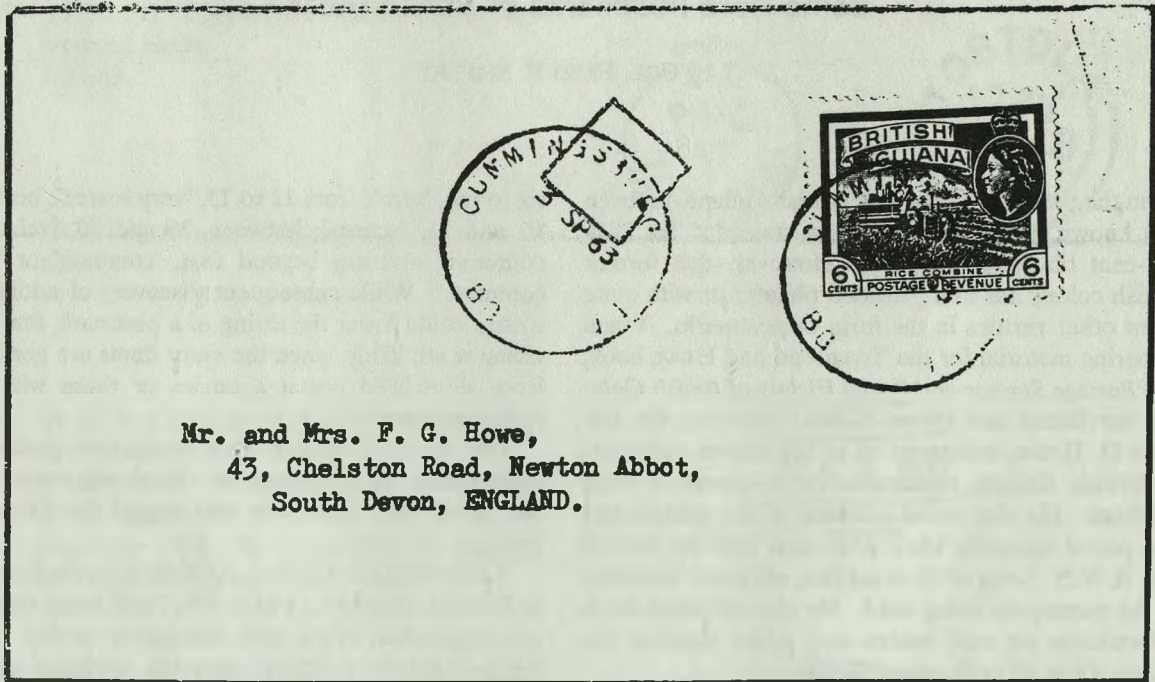
From his surveys, Howe assigned a rarity factor to each postmark, based on the number of strikes seen or reported. Where only one or two examples were known, he designated a postmark as "exceedingly rare." Up to five examples, he called "very rare"; from

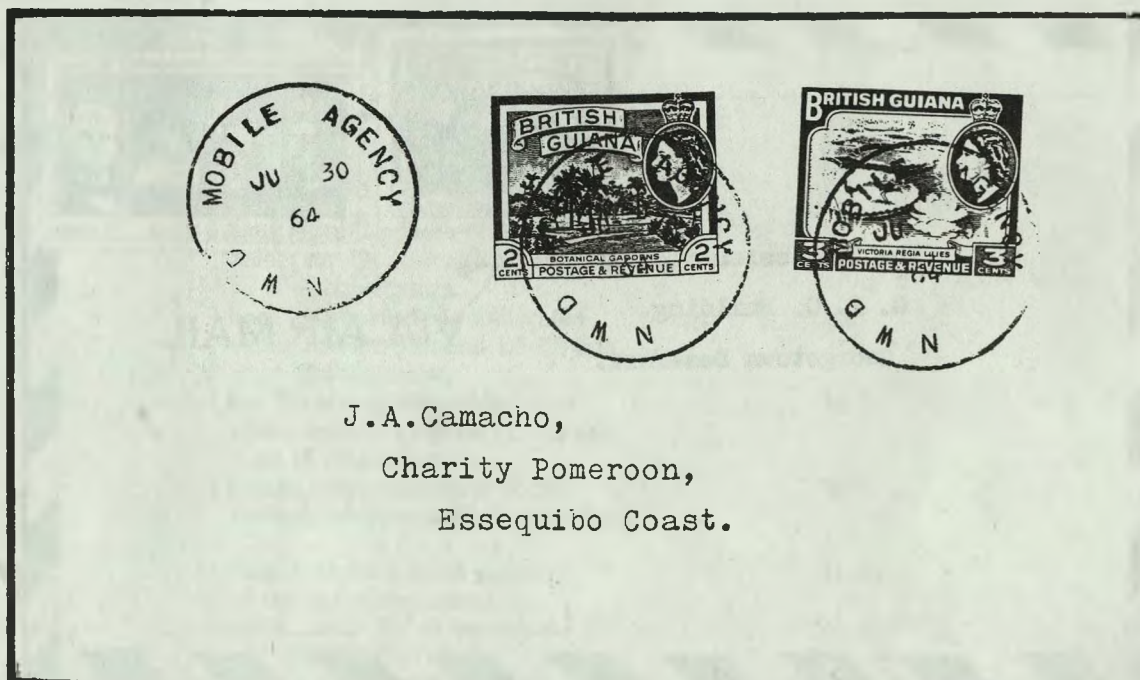
six to ten, "rare"; from 11 to 15, "very scarce"; between 16 and 25, "scarce"; between 26 and 50, "relatively common"; and any beyond that, "common" or "very common." While subsequent discovery of additional strikes could lower the rating of a postmark, few such changes are likely, since the rarer items are generally from short-lived postal agencies or those with few postal patrons.

The covers illustrated here show some postmarks used during the last few years of colonial status. All are rated "rare" by Howe and are of the "skeleton" type.

AISHALTON POSTAL AGENCY, in the Rupununi District, opened on 1 May 1961, mail being received and dispatched by air, with fortnightly service. Note the inverted "A" in "PA". Since the "skeleton" stamps are assembled with removable type, errors are not uncommon. Later strikes of this mark had the "A" corrected. The Rupununi is a vast savannah in south-western Guyana, cattle-raising being the principal activity.







J. A. Camacho,
Charity Pomeroun,
Essequibo Coast.

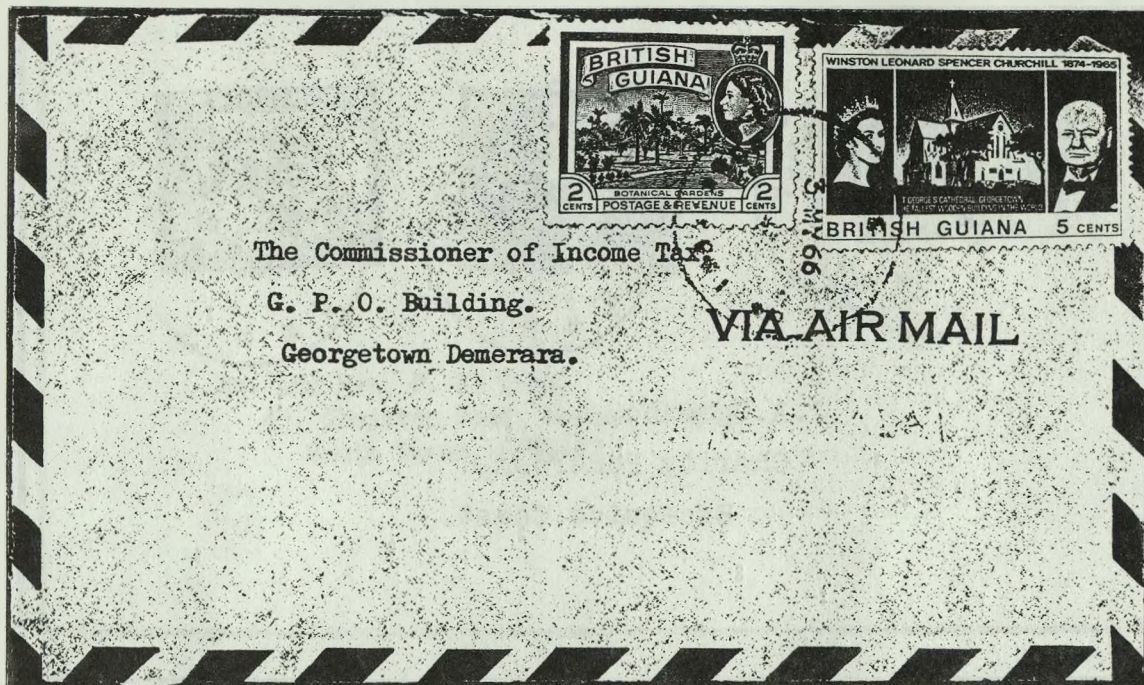
CUMMINGSBURG POSTAL AGENCY opened on 11 November 1962 in a drug store at Camp and Middle Streets in Georgetown, about a quarter of a mile from the Georgetown GPO. On a visit there in 1967, we tried to obtain some postmarks from the clerk, but without success. There is no letter drop inside the store, and patrons are advised to deposit their mail in a mail box across the street from the store. Mail so deposited is taken to the GPO for postmarking and dispatching. Thus the Cummingsburg P.A. has become primarily a stamp sales agency. It does have a "skeleton" stamp that is used on official mail, such as reports sent to the GPO and orders for stamps and supplies.

KATO POSTAL AGENCY opened on 1 January 1959 in Kato School, in the Rupununi District, with service by mail plane. Although the illustrated cover shows a date of 19 FE 59, it was actually dispatched on 19 January 1959. A note from the postal agent advised that his stamp arrived incomplete (type missing). A GPO backstamp dated 21 JAN 1959 confirms the month.

NORTH WEST DISTRICT MOBILE AGENCY was established on 1 August 1951 on the medical mo-

bile launch *Relief*. The primary function of the *Relief* has been to take medical supplies to the isolated and scattered Amerindian settlements in the district. With no roads to these settlements, the only access is via the rivers and creeks. The *Relief* also serves a few mining camps. The government dispenser aboard the *Relief* also serves as postal agent. The launch makes four different journeys each month. On the first week, it goes up the Aruka and Koriabo Rivers to Bonsekai Creek. The next week, it travels on the Kaituma and Barima Rivers up to Eclipse Falls on the Barima, then to Anabisci Creek on the Kaituma. On the third week, the Waini and Barama Rivers are traversed as far as the Quebanna Anglican Mission on the Waini, and the Ianna Gold mines on the Barama. The fourth week is a short trip of only 17 miles to Imotero Creek on the Barima River, near the border with Venezuela. The North West District has often been called "the Forgotten Province." With no political clout, its Amerindian residents have been largely neglected by the government.

IMBAIMADAI POSTAL AGENCY on the Upper Mazaruni was open from 15 March 1948 to 30 January 1950. Then, after a 14-year hiatus, it was reopened on



1 July 1964 and was still open at Independence. The few strikes seen for this latter period show the letters of the "skeleton" stamp in poor condition. A letter to Fred Howe from Mr. R. Holland, the postal agent at Imbaimadai, dated 21 August 1965, advises: "Kamarang is still the Head-Quarters for this Upper Mazaruni Region, and is still Upper Mazaruni. Formerly it

was classified as reservations for the Amerindians, but now it is open to Porknockers [diamond seekers] the River is being worked by Suction Dredge for Diamonds and Porknockers are working the Tributaries and Ravine round and about. There are direct flights to Imbaimadai or via Kamarang. There are no contacts with the Rupununi flights."

Another Anguilla "New Constitution" Overprint Variety

by DR. REUBEN A. RAMKISSOON

A change in Anguilla's government from British Commissioner to Executive Council occurred in 1976. This change was commemorated by the overprinting of the 1972 definitive stamps, with the following inscription:

"NEW CONSTITUTION 1976"

The format of the overprint varies in location and arrangement on the stamps. Some of the stamps have

been revalued, an obliterator being placed over the original denomination. The new value appears between 1.5 and 2.0 mm to the right of the obliterator. A summary of the features is shown in the table.

Another little-known variety occurs on both the vertical designs (4¢ and 6¢) of the "New Constitution" issue. It consists of an italic "O" located at the second "O" of "CONSTITUTION" at position R 5/2. It is shown here on the 6¢ value.

Varieties of the Anguilla "New Constitution" Overprint

<i>Design format</i>	<i>Description of Overprint</i>	<i>Values</i>
Horizontal	3 lines, even left margin	1¢, \$10
	2 lines, even left margin	20¢, 25¢, 60¢, \$1, \$2.50
	1 line	15¢, 40¢, \$5
	3 lines (as above, with obliterated value; revalue numeral 1.5-2.0 mm right of obliterator)	2¢*
	2 lines (as above, with obliterated value; revalue numeral 1.5-2.0 mm right of obliterator)	10¢
	1 line (as above, with obliterated value; revalue numeral 1.5-2.0 mm right of obliterator)	3¢, 5¢*
	Variety: value omitted at R 5/2; missing value inserted in typography	3¢**
Vertical	3 lines, with each word centered at the top of the stamp	4¢, 6¢
	Variety: italic "O" at the second "O" of "CONSTITUTION"	4¢, 6¢

* Nonconstant minor errors have been reported from a second printing of the 1¢ and 40¢ surcharges. These consist of variations in the vertical spacing caused by the second printing of these two low values to provide for shortages of the 2¢, 3¢, and 5¢ values.

** This major variety was discussed by Dr. Gale J. Raymond (see References).



References

- Raymond, Gale J. "Anguilla's only major error." *BCPJ*, v. 28, March 1988, W/N 146: 5-9.
- Stanley Gibbons *Elizabethan Specialized Catalogue*. 1985 edition.
- Correspondence with Peter Bylen, Westchester, Ill.

Jamaica: The Stamps of King George VI

by HUGH JAMES

Relatively little has been written in *BCPJ* about the King George VI stamps of Jamaica, which is rather surprising as Jamaica is probably unique in having had an extended "KGVI period," stretching from October 1938 until late 1956, when the issue of the first QEII definitive stamps was completed.

King George VI came to the throne when King Edward VIII abdicated on 11th December 1936. The Crown Agents, who had raised requisitions for KEVIII Coronation Stamps, immediately raised new requisitions on De La Rue for KG VI Coronation stamps in three values - the 1d printed in sheets of 120, and the 1½d and 2½d printed in sheets of 60 stamps. The issue was unexceptional; yet, although the 1d value was printed from Plates 1A and 1B in 60 set, the existence of stamps from Plate 1B was not recorded until late 1972. My own sheet of Plate 1B came from the colony, yet E. F. Aguilar knew only of Plate 1A.

The printing of the KGVI definitive stamps was shared between De La Rue and Waterlow. DLR were responsible for the ½d, 1d, 1½d, 5s, and 10s values, while Waterlow printed the 2d, 2½d, 3d, 4d, 6d, 9d, 1s, and 2s values, followed later by the £1 value.

The ½d, 1d, and 1½d values originated from the same master die; as the plates for each value bear precisely the same characteristics, it is probable that there was not an individual die for each value. Rather, the value numerals were inserted into the transfer die as each individual plate was laid down. The main characteristics of each plate manifest themselves at the bottom of the design, where "JAMAICA" runs across the stamp in a rectangular panel. The thin frame of the outer rectangle shows a very thin right-hand vertical and a weak portion of the upper horizontal to the right of the final A of "JAMAICA." These weak areas were variously strengthened from plate to plate, with major strengthening of lines on the 1½d from Plate 5. The only major error is a sideways watermark on the ½d green. It is known dated 1950 and probably comes from Plate 3.

Potter and Shelton listed a "Colonial Release" of the 1½d for 1944, described as "light red-brown," for which unrealistic prices have been charged. It is thought to emanate from Requisition 2023/1, from

which at least five shades emerged, ranging from chocolate to purple-brown to light red-brown. Examples from other requisitions also occur in light red-brown, and some of these have probably been offered as the 1944 release. Gibbons no longer catalogue this item.

The 5s value produced one major variety, a printing line-perforated 14 instead of the comb-perf 13¾. On 30th December 1940, DLR advised the Crown Agents that the George, Crown and Star factories had been seriously damaged in the London blitz and that 108 and 110 Bunhill Road had been destroyed by fire. On 8th January 1941, DLR reported that two perforating machines had been recovered and erected at their Watford branch and that, in addition, they hoped to re-erect one or two perforating machines that had been put into store. The line-perf stamps came from Requisition 1638/1, which was despatched on 13th August 1941; the earliest recorded used copy of the 5s is dated 15th December 1941. A total of 6,000 stamps were printed.

The 10s value did not produce any significant varieties.

Turning to the Waterlow printings, the 2d value is probably best known for the 21 different plate combinations from which it was printed. The only constant varieties are a spur jutting from the trunk of the right-hand palm and the dot in the sea above the left-hand man, both from Centre Plate (CP) [1] (unnumbered).

The 2½d value had a short life, being discontinued in 1945.



Spur jutting from trunk
2d Definitive

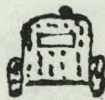


Diagonal scratch
4d Definitive

During its life, the 3d value appeared in three different colour combinations. Many minor re-entries occurred on Frame Plate (FP) 3, but probably the most significant variety is the presence of a sideways "T-guide" in the frame colour on at least two stamps from FP [1] (see "Jamaica Jottings," *BCPJ*, September 1989). The 4d value also contained many minor re-entries to FP [1] and 2, but a more important variety is a CP scratch across the centre of the stamp and another joining the boxes of fruit.



"Tail pipe" flaw
6d Definitive



"Roof spotlight" flaw
6d Definitive

The 6d value, too, contained many minor re-entries to FP [1], 2 and 4, but the best-known flaws are the "tail pipe" and "roof spotlight" varieties, both of which occur on CP [1].

The 9d value was unexceptional.

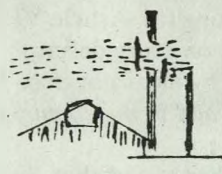
However, the 1s value contained a number of minor plate flaws and re-entries, but the most significant variety is the "chimney" flaw, which occurs on CP [1].

The 2s value was unexceptional, although copies are known in a light olive-green frame instead of brown.

The £1 value appears to have been an afterthought, as it was not printed until 1949. This printing should have been the sole printing of the KGVI £1, as Requisition 5740/2 ordered 72,000 QE II £1 stamps, which were despatched on 26th March 1954. On arrival in Jamaica, the stamps were put into store and eventually destroyed. As a consequence, a late order was placed for 218 sheets of KGVI £1 stamps, which were des-

patched between 3rd December 1955 and 29th February 1956.

The commemorative issues continued with the New Constitution issue of 1945. The only notable variety is the "T-guide" on the 1d value, which also shows re-entries to the building and inscription.



Chimney flaw
1s Definitive



T-guide
1d New Constitution

Next came the Victory issue, which shows a number of minor flaws on both values. The brown of the 1½d Plate 1B differs from that of Plate 1A, and Marcus Faux (formerly of the Crown Agents) suggests that at the "make ready" stage, the printing plate might fractionally have been "backed up" on one half of the 120 set plate, thus affecting the colour transferred.

Then followed the Royal Silver Wedding, UPU, BWI University College, and Scout Jamboree issues, none of which are of great philatelic significance.

That completes this broad review of the KGVI stamps of Jamaica. Clearly, it has not been possible to cover in detail, in the space available, the printings, re-entries, and varieties that occur mainly on the definitive issues. However, if it has whetted the appetite of readers wanting to know more about the subject, I cannot do better than to commend them to join the King George VI Collectors' Society, which hopes to publish my full study on the subject in 1991. (Hon. Secretary: Richard Lockyer, 24 Stourwood Road, Southbourne, Bournemouth, BH6 3QP, England.)

References

- Aguilar, Everard F. *The Philatelic Handbook of Jamaica*. Kingston, the Author, 1949.
 James, Hugh. "Jamaica Jottings." *BCPJ*, v. 29, September 1989, W/N 152: 95.
 Potter, W.J.W., and R.C.M. Shelton. *The Printings of George VI Stamps*. 1952.

Bermuda: The Elusive Double-Ring Postmark

by HORST AUGUSTINOVIC

The question of insufficient prepayment of postage was dealt with by the U.P.U. in the Berne Treaty, which became effective on July 1, 1875. Although most relevant articles and regulations deal with insufficient prepayment and the resulting tax, Article VI stated that "prepayment of postage on every description of article can be effected only by means of postage stamps or stamped envelopes *valid in the country of origin*" (emphasis mine).

Regulation V, paragraph 2 further stated that "in case postage stamps may be used which are not of any value in the country of origin, no account shall be taken of them. *This fact shall be indicated by the figure "O" placed by the side of the postage stamps.*"

Bermuda joined the U.P.U. in 1877, and while "T" marks are known to have been in use from the early 1880s, the earliest "O" that I have recorded is on the cover shown in Figure 1, which was sent on March 26,

1897 from Hamilton to St. George's. Although prepaid at the correct 5¢ postage rate from the United States to Bermuda, it is probable that this commercial letter was actually sent as consignee mail with a shipment of goods and posted on arrival in Hamilton by the shipping agent.

Following regulations, the "O" was used to indicate the fact that the postage stamp was not valid, and the letter was taxed 5d - double the postage rate between Bermuda and the United States. Had this letter arrived in a mailbag, it could not have been charged postage due as it was correctly prepaid, notwithstanding the fact that the stamp was not cancelled.

Mailed on August 29, 1907 from St. George's to New Brunswick, the cover shown in Figure 2 was prepaid with both a Canadian 2¢ and a Bermudian 2½d stamp. This obviously caused some confusion at the post office. Not only was the invalid stamp indicated

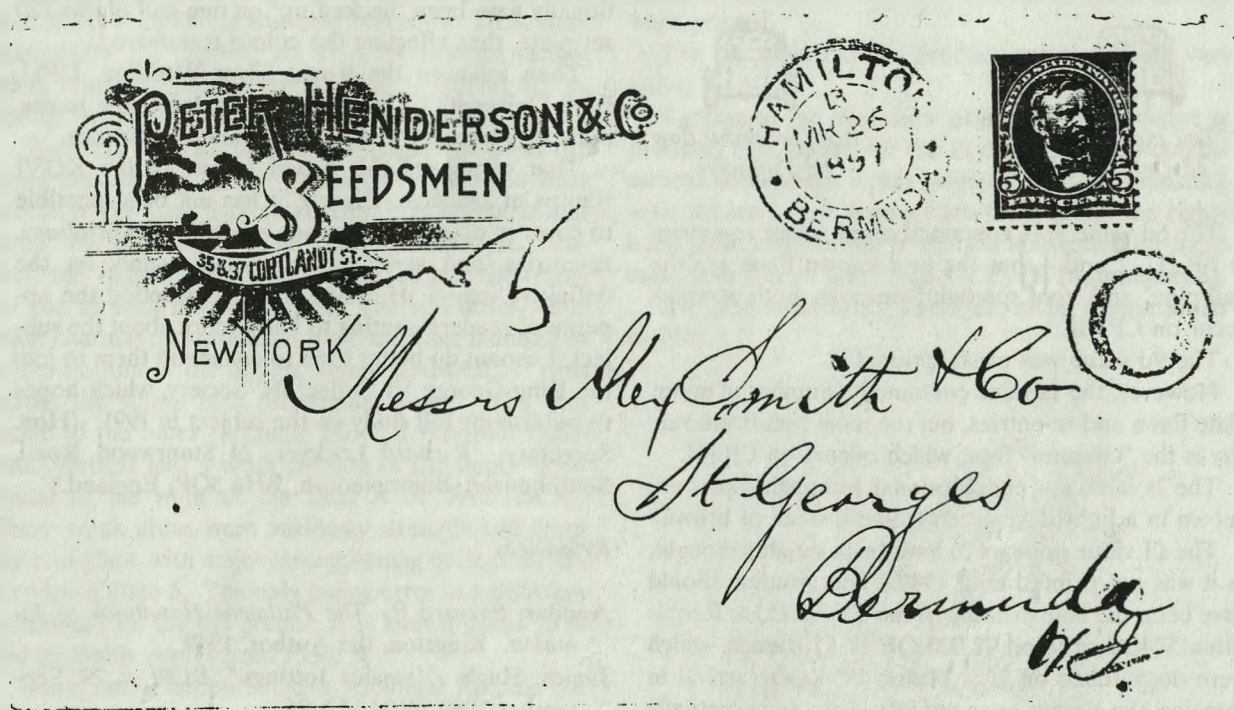


Figure 1

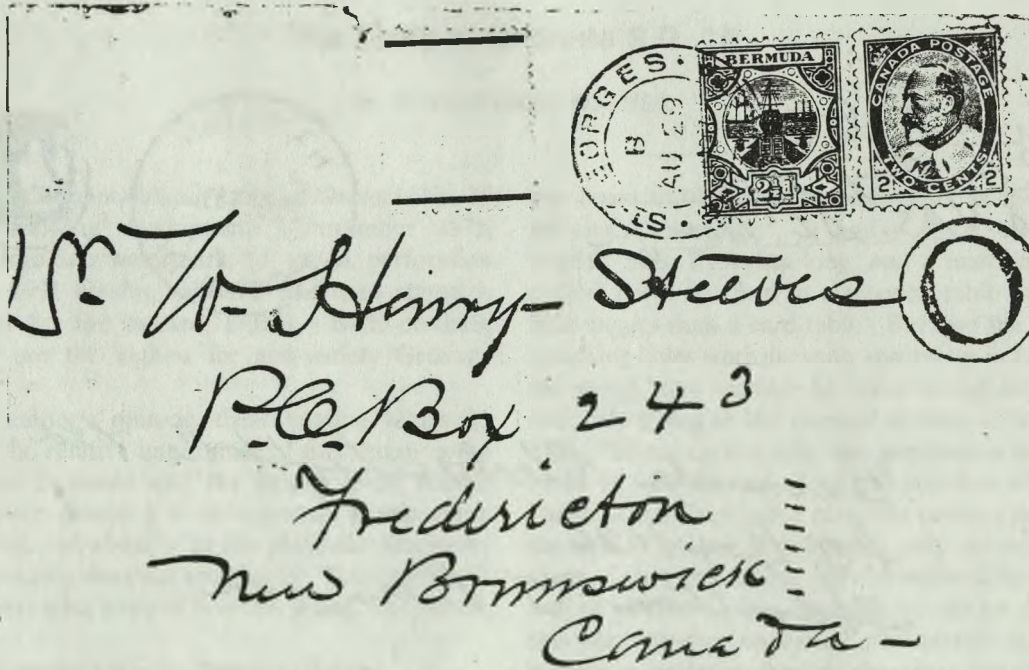


Figure 2

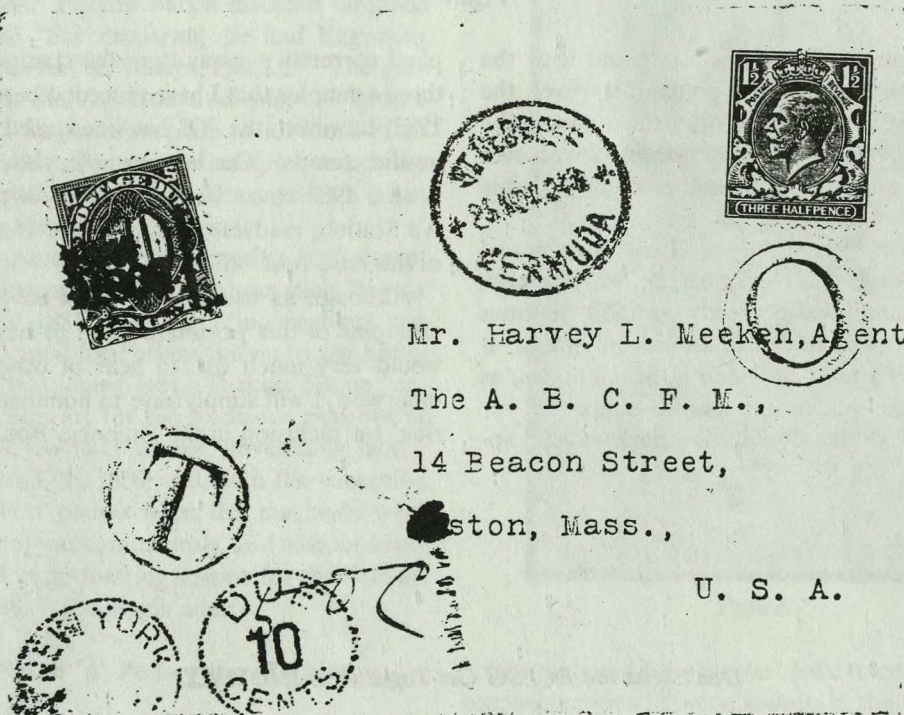
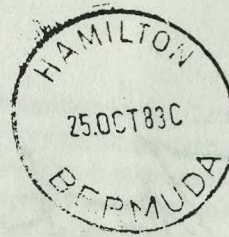


Figure 3

AFTER OVERPAID RETURN TO
 J. P. Velere
 P.O. Box 3041
 U.S.N.A.S. St. George
 ZIP CODE



Bermuda Electric Light Co., Ltd.
 P.O. Box 1026
 Hamilton, 5 Bermuda

Figure 4

with the "O", but the letter was also taxed with the type Ta "T". As it was correctly prepaid, however, the postal clerk must have realized his error in taxing the letter and stuck a piece of interpanneau selvage over the tax mark, which is nonetheless slightly visible through the paper.

Prepaid with a 1½d stamp of Great Britain and posted at St. George's on November 25, 1924, the cover shown in Figure 3 was correctly taxed 50 centimes and charged 10¢ postage due in the United States. It shows the type Tb tax mark used at St. George's, as well as the "O" to indicate the invalid stamp.

During the 1950s, the double-ring mark was still ap-

plied correctly - away from the stamps. On the last three examples that I have recorded between 1966 and 1983, however, the "O" has been used to cancel the invalid stamps. The last example, shown in Figure 4, is on a 1983 cover from a member of the U.S. Naval Air Station, inadvertently mailed in Hamilton instead of the base post office.

Although its use spans at least 86 years, very few examples of this postmark seem to have survived. I would very much like to hear of other examples - otherwise, I will simply have to nominate the "double-ring" for inclusion in the Guinness Book of Records.

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The Story of Grenada S.G. 15

by W. DANFORTH WALKER

The Stanley Gibbons catalog listing of Grenada No. 15 has the following description: "December 1875, upright Large Star watermark, 1d. green, perforation 15." The 1991 catalog value for the used stamp is £2,000 and for the unused, £7,000. Both of these valuations are the highest for non-variety Grenada stamps.

In the author's opinion, these catalog values do represent the relative importance of this stamp in the philately of Grenada and the British West Indies. And yet, even though it is an important stamp, there is very little said about it in the philatelic literature; the Scott catalog does not even list it! This article will tell the interesting story of why this stamp was issued.

Narrow Margins Between Stamps

The story of Grenada S.G. 15 starts in 1861 when Perkins Bacon made the plates for the 1d and 6d first issues of Grenada. Perkins Bacon invoiced Grenada on 27 April 1861 "For Preparing die and Engraving Steel Plate, 120 ea for 1d. Stamps, £80.0.0."¹ The genesis of S.G. 15 is the engraved steel plate. Figure 1 shows a marginal imperforate plate proof block of six of the 1d stamp. Note the narrow margin between the stamps. Perkins Bacon did not leave enough room between stamps for the perforations!

The narrow space between Grenada's first stamps caused perforation problems throughout their 20-year life from 1861 to 1881. This daunting problem was significantly mitigated for Perkins Bacon by the hiring of a highly efficient young lady. Perkins Bacon "engaged Miss H. Stewart for the exclusive purpose of perforating their Colonial stamps, advertising labels, &c. ... on August 17th, 1860, and, with the exception of occasional short pauses when the machines were under repair, [she] was continuously, and *without assistance*, employed in perforating stamps for the firm up to the end of 1881"² (emphasis mine).

Perkins Bacon "A" Perforating Machine

The main machine used to perforate Grenada's early stamps was a single line-perforating machine; it

has come to be known to philatelists as the Perkins Bacon "A" machine.³ It had a single bar of flat-headed pins, 23 inches long, and a matching bar of drilled holes attached to a wooden table that was a little bigger than a card table. Because the pins and matching holes were unevenly spaced up to June 1872, the gauge "may correctly be taken to vary between 14 and 16½ owing to the unequal spacing of the pins."⁴ The Gibbons catalog lists this perforation as gauged 14 to 16. By the use of a hand-operated wheel, the bar with the flat-headed pins was pressed down into the drilled holes. Miss Stewart only perforated one sheet of stamps at a time. She completed the perforation of all rows in one direction for the lot of stamps she was working on before she turned the sheets around to perforate them in the other direction.



Figure 1

Not only did Miss Stewart have to contend with the narrow margins between stamps in the sheet, she also had to deal with a poorly engineered perforating machine. This machine was engineered such that "the

pins blunted quickly and the holes became clogged owing to the pin being unable to push out the bottom of the hole the small disc of paper that it cut out of the sheet. This clogging led to the cut becoming rougher and rougher, until in the end the paper was no more than indented."⁵

In an attempt to fix the problem, Perkins Bacon had new bars of steel pins and drilled holes fitted into the machine in June 1872. This repair resulted in a new gauge of perforation for philatelists, perforation 15. Unfortunately, this repair did not solve the underlying problem for very long.

The "A" perforating machine was engineered in such a way that it was impossible to clean the holes without taking the machine completely apart. Miss Stewart attempted to remedy this problem by working the machine with a sheet of greased paper. This removed some debris from the clogged drilled holes, but this solution only helped for a short time.⁶ Nonetheless, Miss Stewart was the real reason that Perkins Bacon was able to supply tolerable perforated stamps to the British colonies up to 1881. She accomplished this by carefully hand-perforating every row of every sheet of stamps Perkins Bacon sent to the colonies.

Somerset House Comb 14 Perforation

In May 1875, Perkins Bacon sent 508 sheets of 1s mauve stamps (S.G. 13) to be perforated at Somerset House.⁷ The Somerset House perforating machine was quite different from the machine used by Perkins Bacon. The Somerset House machine was a comb machine, perforating the top and both sides of a stamp with each downward stroke of the perforation bar. Whereas the perforation gauge of the Perkins Bacon "A" machine had been a gauge 15 since it was repaired in June 1872, the Somerset House machine produced gauge 14 perforations. In 1875, the most visible difference between the Perkins Bacon line perforation 15 and the Somerset House comb perforation 14 was the rough, no-disk-of-paper-removed perforation of the Perkins Bacon machine versus the clean, relatively large round disk of paper cleanly removed from each perforation hole by the Somerset House comb machine.

Why stamps printed by Perkins Bacon were sent to Somerset House (where many G.B. stamps were perforated) for perforating in 1875 is not known.

Figure 2



"Perkins, Bacon, whose common sense usually deserted them when they were faced with perforation problems ... only used the Somerset House machines for Colonial stamps in an emergency."⁸ There is no evidence of such an emergency in 1875: the "A" perforating machine was not broken, Miss Stewart was not ill or incapacitated, and no other problem is known to have existed at the time. Perkins Bacon had produced a new printing plate for the 1s mauve stamp (S.G. 13) sent to Somerset House for perforating in May 1875. Apparently the margins between stamps were large enough that the Somerset House machine was able to perforate the stamps without undue spoilage. Nonetheless, S.G. 13 is almost always found very poorly centered. Even this limited success with Somerset House perforating Perkins Bacon printed stamps would not work for the next issue, S.G. 14.

Perkins Bacon received an order for 1,000 sheets (120,000 stamps) of 1d Grenada stamps through the Colonial Secretary's Office on July 27, 1875.⁹ By the end of August, Perkins Bacon had printed 1,020 sheets of 1d Grenada stamps to meet this order, including the normal 20 extra sheets. These stamps were not sent to Somerset House for perforating until October 11, however. Somerset House made short work of the perforating job, returning the stamps to Perkins Bacon on the next day, Tuesday, October 12, 1875.

Figure 2 shows a relatively (for this issue) nicely perforated used pair of S.G. 14 that was perforated at Somerset House. Note the large, clean-cut perforation holes produced by the Somerset House machine, and compare the perforations with the four stamps pictured in Figure 4 and discussed below. Also note that

the line of vertical perforations on the far left appears to just fit into the margin, while the middle vertical perforations cut into the side of the right stamp and the vertical line of perforations on the right mainly falls to the right of the appropriate margin. Figure 2 (as well as the photo on the cover of the journal) illustrates the problem facing Somerset House in perforating 1d Grenada stamps printed by Perkins Bacon. There just were not big enough margins between the stamps, particularly the vertical margins, to properly perforate these stamps.

1. Percy de Worms, *Perkins Bacon Records*, 2 vols. London, The Royal Philatelic Society London, 1953, p. 218.
2. E. D. Bacon and F. H. Napier, *Grenada, to which is prefixed an account of the perforations of the Perkins Bacon printed stamps of the British Colonies*. London, Stanley Gibbons, ca. 1902, pp 21-22.
3. *Ibid.*, pp. 15-19.
4. *Ibid.*, p. 20.
5. John Easton who rewrote and completed for F. J. Melville *Postage Stamps in the Making*, London, Faber and Faber, 1949, p. 222.
6. Bacon and Napier, *Grenada*, pp. 27-28.
7. *Ibid.*, p. 39
8. John Easton, *The De La Rue History of British and Foreign Postage Stamps, 1855 to 1901*. London, Faber and Faber, for the Royal Philatelic Society London, 1958, p. 72.
9. De Worms, *Perkins Bacon Records*, p. 223.

[To be continued]

Tips to Authors:

- *Articles submitted for publication should be double-spaced.*
- *Include a list of references whenever appropriate.*
- *Photographs (unscreened) or PMTs, which can be obtained at larger printshops, produce the best stamp reproductions (as in auction catalogues, for example). While these are more expensive than photocopies, several stamps can be shot at a time, and the results are far superior. Important: use a dark background if you want the stamp margins or perforations to show.*
- *For covers, PMTs also offer excellent reproductions (see the illustration on page 55). Photocopies done in the black-and-white setting of the Canon Laser Color Copier also produce good results. If your cover is made of white paper, use a dark background, to show the contours.*

New Leeward Islands Q.V. Specimen Overprint

by PAUL A. LARSEN

I recently acquired a complete set of the Leeward Islands 1890 Queen Victoria issue (S.G. 1-8) with a previously unrecorded specimen overprint. This set was found in an old lot of proofs and specimens that may never have been in stamp collector hands before. I believe them to be a presentation set of local origin. Figure 1 (150% of normal size) shows the style and placement of the specimen overprint. The "wandering" placement of the overprint suggests that the work was performed by a printer with limited experience.

The black serifed overprint in Figure 1 measures 12.25 x 1.5 mm. The width is measured from the left edge of the S to the right leg of the N, to the nearest one quarter of a millimeter. The printed impression is quite evident when the stamp is viewed from the gummed side. Readers who are familiar with Samuel's book on Crown colonies specimens (see References) may notice that the print style is similar, but not identical, to his type D1a. The normal sans-serif SPE-

CIMEN overprint applied by De La Rue on the 1890 Q.V. series measures 14.5 x 2.5 mm; Samuel labels this type D12. De La Rue used type D12 overprints during the period 1884-1922.

Figure 2 (also enlarged to 150%) shows a side-by-side comparison of the D12 (on the left) and the newly discovered overprint on the 2½d value.

A review of Samuel's checklists for the colonies shows that a substantial number of specimen overprints were produced locally. Some were for UPU distribution, while others were for presentation purposes. There is one rubber handstamp overprint, measuring 20 x 3 mm, listed for the Leewards. This is believed to have been used in about 1929 on then-current King George V stamps. They were probably prepared for presentation.

James Bendon's book on UPU specimens lists only those specimens which have been supplied to the UPU; sources can either be the mother country (such



Figure 1



Figure 2

as Britain) or the local postal authority (such as the Leewards federal colony). Bendon's checklist includes only Samuel type D12 overprints on the 1890 Leewards series.

I conclude from my literature search that my small specimen overprints have not previously been reported in any of the major references on specimens. Can anyone comment further on this discovery?

References

- Bendon, James. *UPU Specimen Stamps*. Limassol, Cyprus, the Author, 1988.
- Bendon, James, C. Latta, and M. Samuel. *Supplement to "Specimen Stamps of the Crown Colonies"*. London, Royal Philatelic Society, London, 1984.
- Samuel, Marcus. *Specimen Stamps of the Crown Colonies, 1857-1948*. London, Royal Philatelic Society, London, 1976.

BWIA Celebrates 50 Years of International Service

by DR. REUBEN A. RAMKISSOON

Trinidad's national carrier, BWIA (British West Indies Airways) celebrated its 50th anniversary of service with the release of four commemorative issues (stamps) and a souvenir sheet. The stamps were introduced on November 22, 1990. The designs depict various aircraft that have been used during the past half-century.

The 40¢ value depicts the Lockheed Lodestar flying over the capital city of Port-of-Spain, enroute to landing at Piarco's International Airport. This aircraft was used in the early years of service throughout the Caribbean and Central America, between 1944 and 1953.

The \$1 value shows the Vickers Viscount 702 flying over Surrey, England. These aircraft were used not only on Caribbean routes but to international destinations - Miami, New York, and London via Bermuda - between 1955 and 1969.

The 80¢ value shows the Vickers Viking approaching Crown Point Airport, Tobago. This aircraft was used between 1948 and 1957, to serve all of the BWIA Caribbean and Central American routes. Services included Miami and Belize.

The \$2.25 value shows the Boeing 707-320 flying the

colors of the BWIA "steel pan" logo over the New York skyline. This aircraft served the Caribbean, North American, and European (London) markets between 1961 and 1980.



The \$5 souvenir sheet depicts the Lockheed Tri-Star L1011-500 aircraft, flying over central London. This aircraft marked the introduction of wide-bodied jet service, inaugurated on March 28, 1980 between London and Port-of-Spain. The four planes of this type are being used into the 1990s to serve the international routes. Extension of service from Georgetown, Guyana, South America to Stockholm, Sweden in northern Europe, has been established.

The special 50th anniversary logo depicts a butterfly as a window to the sunrise and sunset colors of the Caribbean sea and sky. The islands are set down as jewelled markings on the butterfly's wings - a truly unique depiction of the creative impulse of the peoples of the Caribbean.

Trinidad also honored the 35th anniversary of BWIA in 1975. Three stamps (20 c., 30 c., and 40 c.) depicted the major aircraft and routes; there was a souvenir sheet comprising the three stamps.

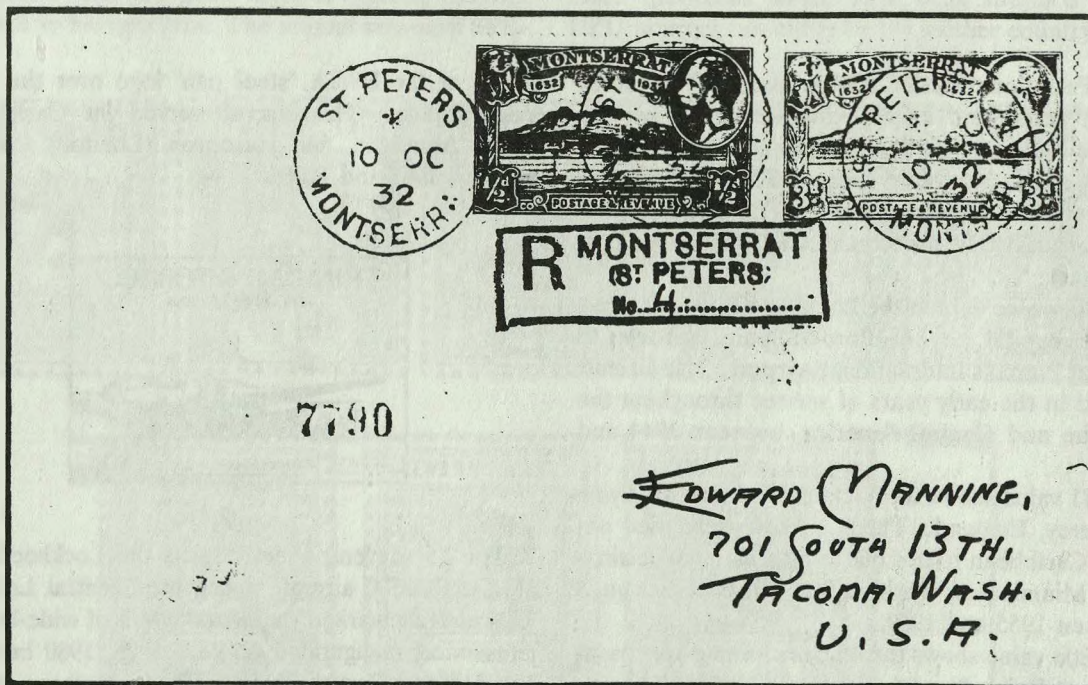
In 1977, 50 years of airmail service in Trinidad was celebrated with four stamps and a souvenir sheet, issued on April 4. Three of the stamps (20 c., 45 c. and 50 c.) show aircraft of BWIA and British Airways. One value (35 c.) depicts Charles Lindbergh delivering

airmail from the CAM 5 flight to South America, when he personally flew an aircraft that landed in Trinidad. Laker Airways of Great Britain prepared a commemorative cover of the event. A striking multi-colored official first day cover was prepared for the event, and a number were handstamped for TRINIPEX 77, a philatelic exhibition held at Port-of-Spain that coincided with the airmail commemoration.

On June 16, 1987, a celebration of Aviation Week produced a c.d.s. (Type X) issued at Port-of-Spain. Some covers were inappropriately postmarked using the 35 c. 10th anniversary of CARICOM adhesive, showing the starship of BWIA - a Tri-Star L1011-500 aircraft - flying over a map of the Caribbean and South America.

A Montserrat Puzzle

by ROBERT WYNSTRA



Early covers from the various village post offices of Montserrat have long been among the most elusive in the Leeward Islands. Despite the availability of Leo-

nard Britnor's 1965 Montserrat handbook, much about these offices remains obscure at best. Now a new cover from the tiny village of St. Peters has raised ad-

ditional questions about Montserrat's early rural postal system.

Although Britnor presents conflicting information about the opening of the rural offices, the best evidence indicates that the first three rural offices - Harris, Cudjoe Head, and St. Peters - were opened in October 1926. A few examples from each of these offices surfaced several years ago in a hoard of covers accumulated by William McFarlan. From this evidence, it appears that St. Peters and Harris were using a temporary rubber datestamp from about 1927 to 1929. Cudjoe Head apparently used a small 23 mm steel single-circle datestamp struck in purple during the same period. None of these datestamps were recorded by Britnor.

In about 1930-31, these offices received new single-circle datestamps. Britnor gives September 15, 1932 as the earliest known date for the 25 mm Harris datestamp. More recently, a cover dated at Harris on September 24, 1931 has been recorded. Although Britnor provides no date for the 25 mm Cudjoe Head datestamp, it has been recorded off-cover for December 7, 1933. Apparently, these datestamps remained in use well past the end of the Leeward Islands Federation in 1956.

Britnor also reports a 26½ mm steel datestamp used at St. Peters on October 2, 1930. Until recently,

this was the only recorded example of a St. Peters datestamp from this period. Britnor states (page 23) that the St. Peters office closed on December 31, 1931. On page 81, however, he is less specific, when he notes that "this office was evidently closed at some period in the 1930's or 1940's, and was reopened late in 1948."

This puzzle becomes even more intriguing with the discovery of a second St. Peters cover from this period. The new item, sent to a philatelic address in the United States, is clearly dated October 10, 1932. Alongside the datestamp is a small boxed registration handstamp inscribed "St. Peters," with a numeral "4" inserted in manuscript.

This seemingly straightforward cover raises several questions. Was the St. Peters office really closed on December 31, 1931? Why does Britnor hedge on this closing date in his meticulous listing of the various Montserrat postal markings? Was the St. Peters cover from 1932 actually cancelled by favor? Does the presence of the boxed St. Peters registration handstamp make it more or less likely that it was a favor cancel?

As is so often the case with the best of postal history, there are no definitive answers. Just a lot of questions, and the need for additional new information.

Dominica Censors Revisited

by WILLIAM B. ASHLEY

Several years ago, I came across Tony Shepherd's article in a *Roses Caribbean* handbook on Dominica's censor marks. It was definitely a galvanizing experience. I have been particularly on the lookout for such material ever since.

Below, I shall follow Tony's classification to provide some new early/late usage dates and censor numbers and to reveal a subclassification not dealt with in his article. Dates and censor numbers in brackets come from his article. Other dates and censor numbers are based on material seen or in my collection.

After the listing, I shall enter the realm of rumination, speculation, analysis, and straight out confused questioning!

Handstamp H1. "PASSED BY CENSOR" measuring approximately 4 x 60 cm. No other example of this handstamp has surfaced, to my knowledge.

EKD: (1 April 1940) LKD: --

Handstamp 2. "PASSED BY CENSOR" approximately 3 x 52 cm. Tony found this in red, violet, and black. I have only seen violet examples.

EKD: 8 April 1940 LKD: 19 November 1942

Label L1. Marked "P.C.22/OPENED BY/CENSOR" in red on white paper.

Label L2. In black on white. Inscribed "P.C.90/OPENED BY/EXAMINER RR/1 (or RR/2), RR/1 or RR/2 being the censor number, with "(S.6183) Hw. 6/42" at the bottom in very small type. I have seen an example where the 2 of RR/2 has been struck out and replaced by 51 in manuscript.

EKD: (2 June 1943) LKD: 9 November 1943
Censor numbers: (1), (2), 51

Label L3. There are two subtypes of this label. Both are printed in black and read: "P.C.90/OPENED BY CENSOR/____". The two dashes are available for the island's censor code (RR for Dominica) and the censor's number. The earlier subtype is printed on near-white stock and can be identified by the small, raised stop after the C in "P.C.90". The later type appears on considerably greyer paper and shows two strong, level stops in "P.C.90".

First subtype (Figure 1):

EKD: 3 December 1943 LKD: 28 August 1944
Censor numbers: 3, 12, 18, 69

Second subtype (Figure 2):

EKD: 22 September 1944 LKD: 25 January 1945
Censor numbers: 21, 30, 73

Label L4. In black on white. "P.C.90/OPENED BY EXAMINER/IB/952 is the inscription on this label. The IB has been struck out and replaced by RR in manuscript. Also, a slash mark and censor number are appended to the 952.

EKD: 30 December 1944 LKD: (31 January 1945)
Censor numbers: 78, (79)

Label L5. In black on grey stock. Inscribed "P.C.90/OPENED BY EXAMINER/RR/25 (or another censor number).

EKD: 24 February 1945 LKD: 17 April 1945
Censor numbers: (25), (37), (55)

Further data to extend the date ranges and supplement the numbers would be most welcome.

Figure 3 shows the above date ranges graphically. It should be noted that there is little overlap except for Label L1. Tony Shepherd rightly pointed out in his article that Label L1 is normally "tied" by a particular datestamp in violet, a mark that is otherwise seen only on official covers. This characteristic, when considered along with the fact that Label L1 and Handstamp H2 often appear together on covers, suggests that there may have been two levels of censorship in Dominica over the L1's lifespan. Does anyone have any other theory on this censorship trait?



Figure 1

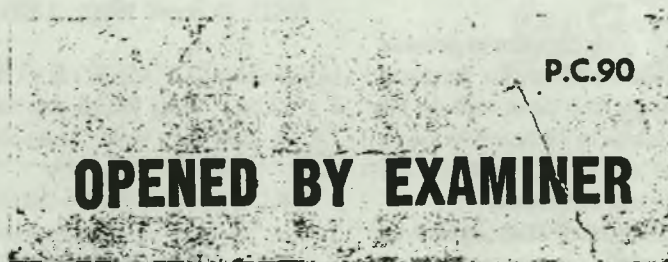


Figure 2

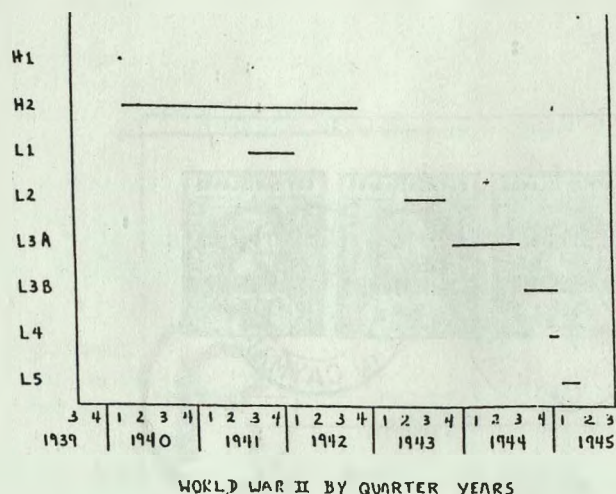


Figure 3

The graph also reveals three major gaps in the datespan for World War II. Two of these may be reasonable enough: the first (startup irregularities) and the last (end-of-war relaxation). But the gap beginning on 20 November 1942 and extending up to 2 June

1943 seems more intriguing. I have seen a few covers that originated in Dominica within this period, but the only censored item bears the censor tape and backstamp of St. John's, Antigua. Additional censored covers from this interval would be of considerable interest.

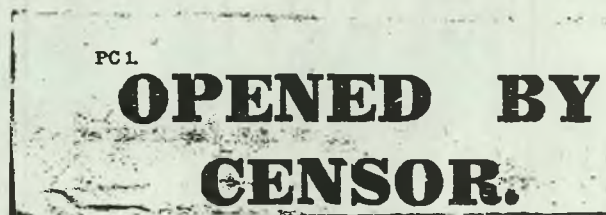


Figure 4

Lastly, I introduce a "misfit" cover. It hails from Roseau (14 August 1942), is addressed to Boston, and passed through St. John's on 17 August 1942 - but the censor tape shown (Figure 4, slightly reduced) was not listed in George Bowman's extensive article in the *Roses* handbook on Antigua's censor markings. Can anyone supply more information on this censor label?

Early Cayman Islands Registration

by JAMES F. STERN

The first regular postal service in the Cayman Islands goes back only to April 1889. Prior to the autumn of 1900, stamps of Jamaica - of which the Caymans were then a dependency - were used in the islands. While it is quite probable that during the "Jamaica" period, letters were despatched from Georgetown by registered mail, it appears likely that the registration was actually entered at Kingston, to which all Caymans mail was initially forwarded.

Since the issuance of the first Cayman Islands adhesives late in 1900, considerable use has been made of the registry system. Various handstamps and labels, as well as pen, pencil, or crayon manuscript marks have been employed to designate registration status. The almost constant use of interim postal marks - usually, but not always, on the back of the cover - provides information both as to the particular route of carriage and the elapsed time between posting and delivery. However, careless striking of the

datestamps and obliterators often requires some educated guesswork as to precise dates and routes.

Several of the earlier specialist collectors of pre-1940 Cayman Islands covers (e.g., W. T. Wilson, of Birmingham, England; B. D. Forster, of New York City; and Harry E. Huber, of Pittsburgh) made continual use of the registration system for the creation of unique philatelic covers for their collections. Scores of these interesting pieces have become available over the past 50 years and, to a greater or lesser extent, repose in the holdings of contemporary collectors and frequently give rise to spirited bidding when they appear on the auction market from time to time. A dramatic example is the Wilson cover of 1919 (Figure 1), which has a strip of three of the rare War Tax issue (Scott MR3, S.G. 55), as well as the manuscript "Registered" and a striking manuscript Grand Cayman registration mark type R-6.

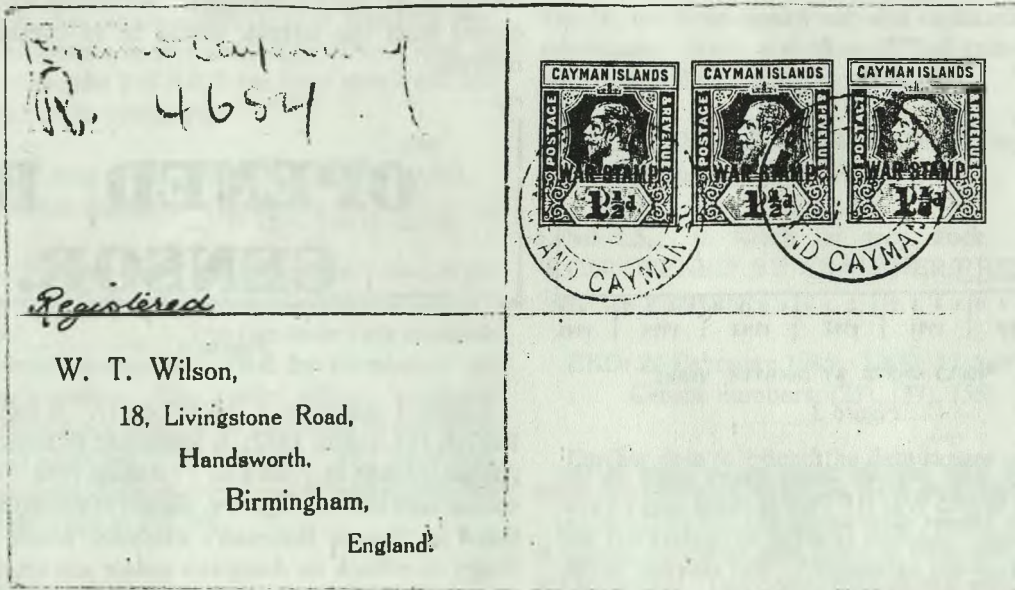


Figure 1

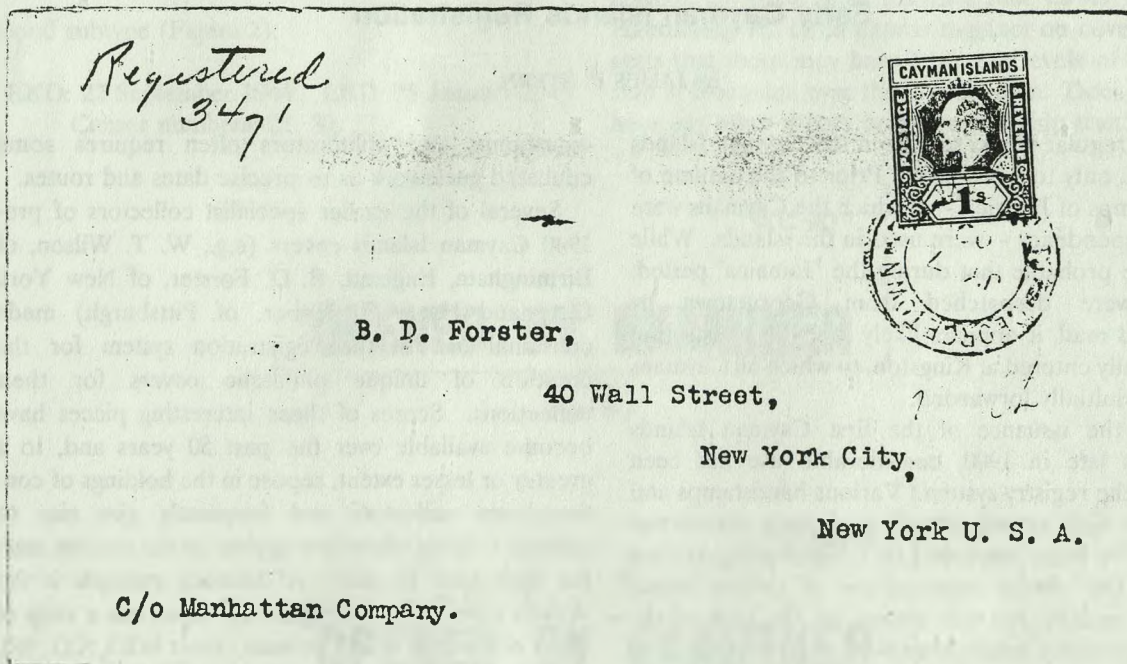


Figure 2

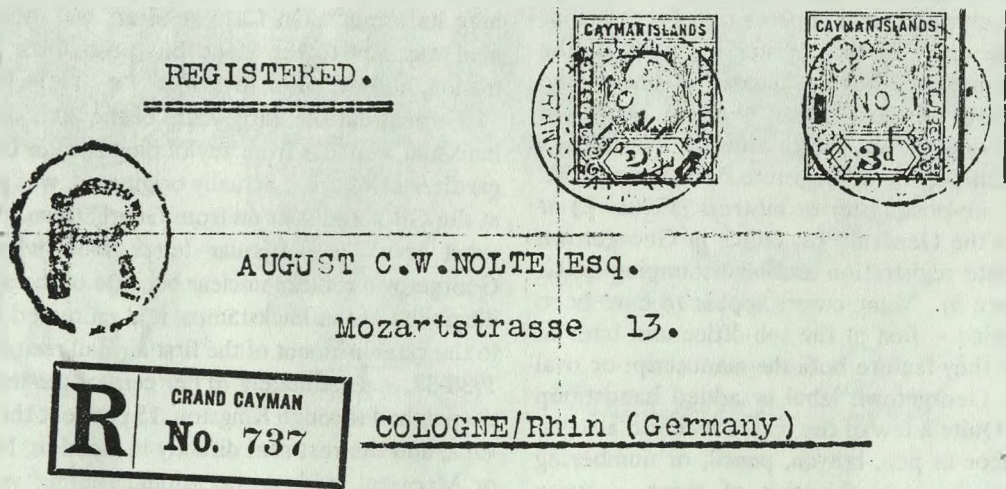


Figure 3

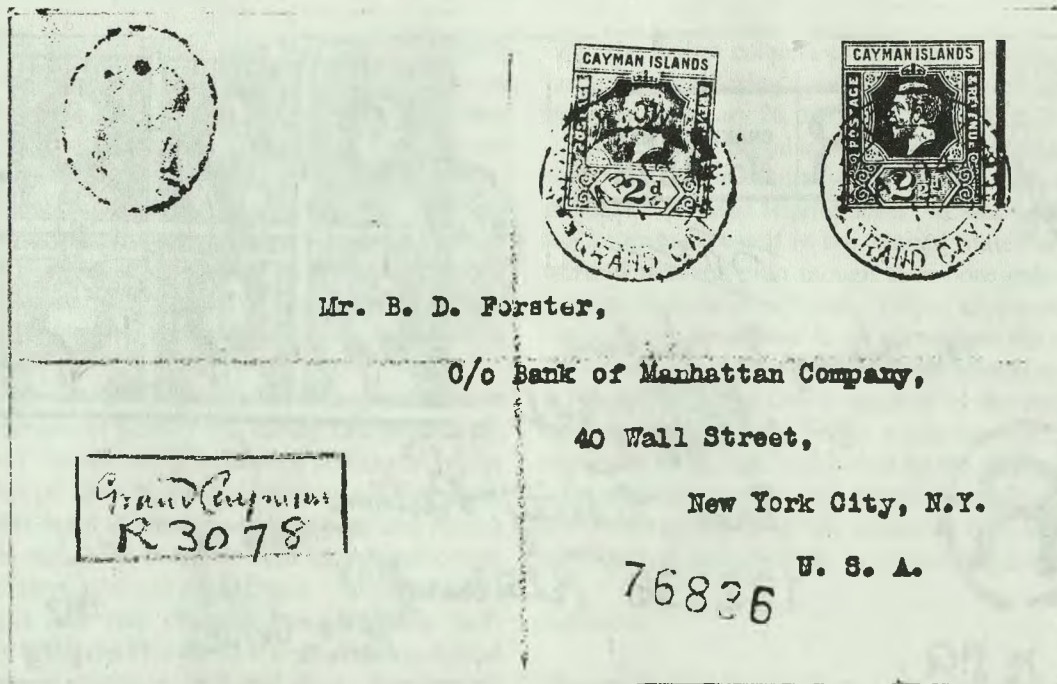


Figure 4

The modern classification of registration handstamps, labels, and manuscript marks follows the scheme established by Giraldi and McCann and is based on the chronological appearance of the various types. While many of the registered covers of the early period may well have originated at one of the Grand Cayman sub-post offices then in operation (East End, Boddentown, North Side, or West Bay), they were simply marked "Registered" or stamped "R" by the local sub-postmaster or mistress (Figure 2) or passed on to the General Post Office in Georgetown for appropriate registration and handstamping or labelling (Figure 3). Many covers appear to have been registered twice - first at the sub-office and later at the GPO, as they feature both the manuscript or oval "R" and the Georgetown label or added handstamp (Figure 4). Quite a few of the pieces received a registration number in pen, crayon, pencil, or numbering stamps - or in a combination of these - upon reaching the GPO in Georgetown. On many registered letters, there is no sub-office datestamp, and therefore there is no clear information as to where or

when the letter was actually posted. Similarly, where a registered letter exhibits two registration numbers (Figure 5) or handstamps, there is no way of determining its origin. On Cayman Brac, we know that all mail was sent to the Stake Bay post office for registration, at least prior to 1940.

Throughout the early years of the 20th century, all mail sent overseas from any of the Cayman Islands, regardless of where it actually originated, was processed at the GPO and sent on from Georgetown. While the exact route a particular letter took when it left Georgetown is often unclear because of the absence or illegibility of the backstamps, it is estimated that prior to the establishment of the first airmail routes in about 1936-37, approximately 70 per cent of the letters were despatched through Kingston, 15 per cent through Havana, and the rest sent directly to London, New York, or Montreal, with an occasional routing via Tampa, Mobile, New Orleans, Liverpool, or Plymouth, depending on the shipping facilities available in the Georgetown harbor on a particular day.

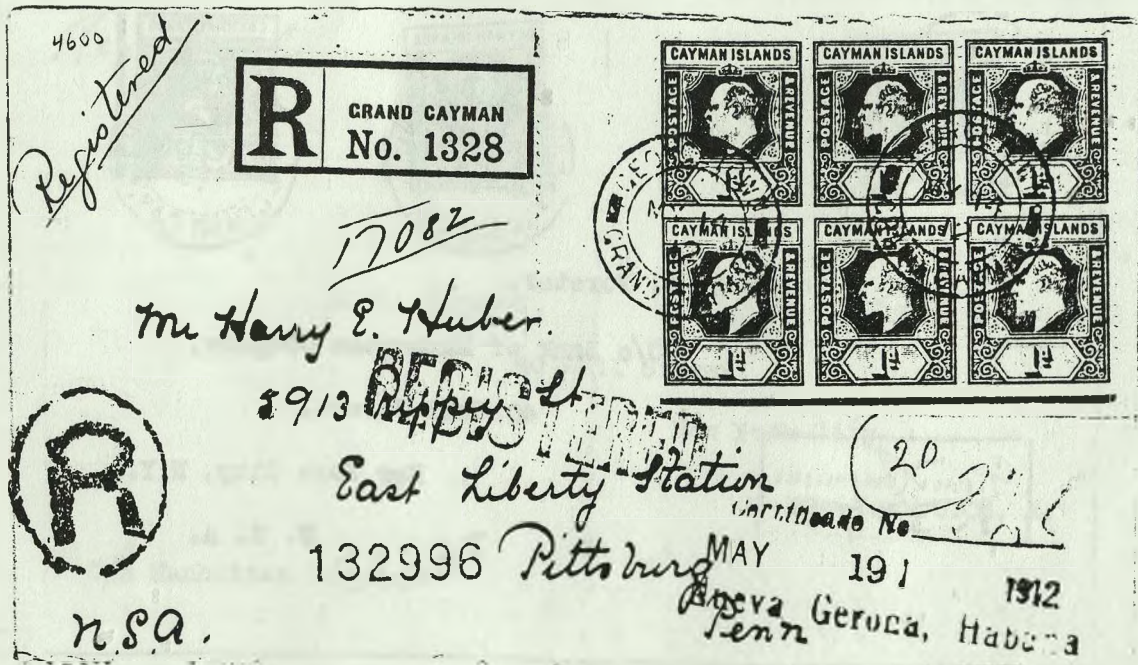


Figure 5

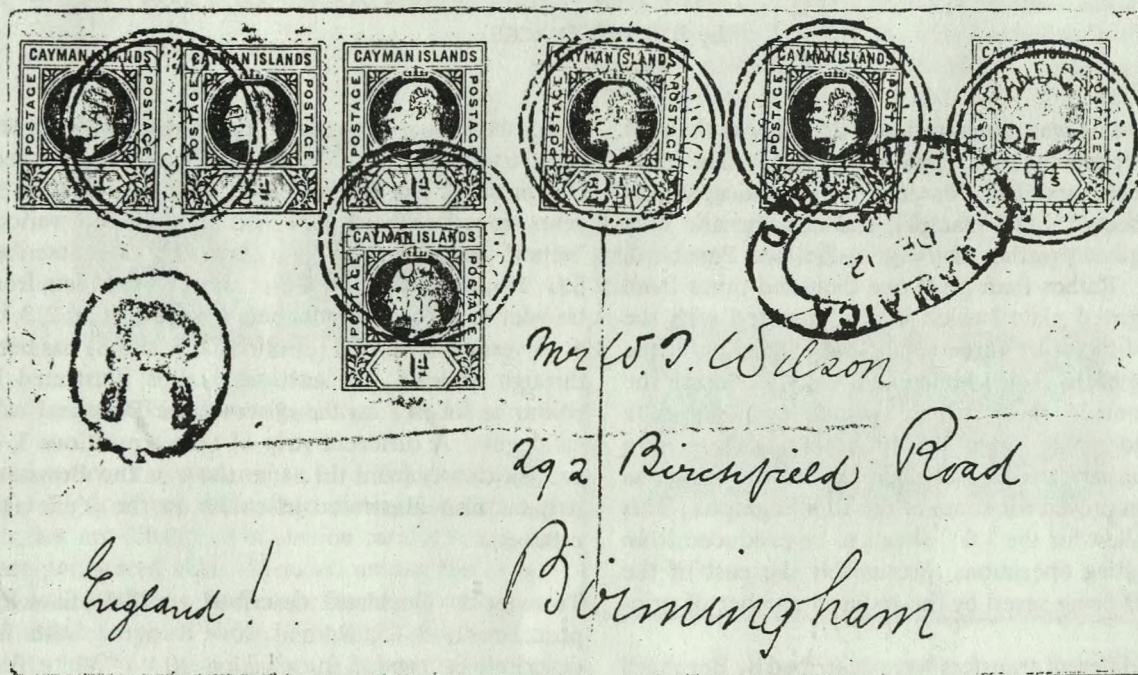


Figure 6

While registered letters were sent out in separate bags, they necessarily travelled by the same ships as the regular mail and parcels, and took the same time to reach the delivering post office. From Georgetown to Kingston, the average elapsed time was 5 or 6 days, and to Havana, about the same. Onward travel to New York required another 6 or 7 days, and to England from Kingston, about 12 to 15 days. During the 1930s, however, the service appears to have been speeded up, as more and faster ships began to call at Georgetown.

Although the GPO records in Georgetown show several changes in postal rates during this period, the registration fee remained at 2d. An additional return receipt fee of 2½d was scheduled but seldom used. The regular rates to the United Kingdom and British dominions and colonies varied from 1d per half-ounce to 1d and then 1½d per ounce later. To other UPU destinations, the rate changed from 2½d per half-ounce (to 1907) to 2½d for the first ounce and 1½d per additional ounce in 1928 and after. Further, all letters, whether registered or not, used internally within the colony or directed to the United Kingdom

or to the British colonies or dominions bore a ½d war-tax surcharge during most (but not all) of the period between February 26, 1917 and November 27, 1919.

The Cayman postal authorities appear to have been somewhat lax in assuring strict compliance with the published postage requirements. It was not unusual for letters addressed to the United States to be forwarded untaxed even though they bore only enough postage to be sent to Britain. Often, after a change of rates, letters continued to go through at the old rate for a considerable period of time; in several instances, a ½d shortage was simply ignored by the post office employees. Naturally, where a postage overpayment occurred, it was not questioned by the authorities. A large number of registered letters (as well as regular mail) containing all of the adhesives in a set, clearly overfranked, are philatelic in nature (Figure 6).

Reference

Thomas E. Girdaldi and Peter P. McCann. *The Postal History of the Cayman Islands*. Weston, Mass., Triad Publications, 1989.

Nevis: The 4d Orange-Yellow Lithograph of 1878

by JOHN N. TYACKE

The 4d value was much in demand, as it was the rate to the United States as well as the inter-island rate. On 15 February 1878, Nissen and Parker despatched 1,000 sheets (12,000 stamps), and this was the only lithographed printing of the 4d value (see Bernhard, p. 276). Rather than print one thousand times from the engraved plate (which is now mounted with the plates of the other three values and is hanging in the museum of the Royal Philatelic Society, London), the printers made transfers from the steel-engraved plate to a lithographic stone. It is probable that there were four transfers, set in a straight line on the stone, as has been proven for some of the 1d lithographs. This would allow for the 1,000 sheets to be produced from 250 printing operations, presumably the cost of the transfers being saved by the reduced number of printings.

The different transfers were described by Bernhard (p. 275). I have used below his published transfer numbers, although they appear to be differently numbered in his collection, now at the RPSL.

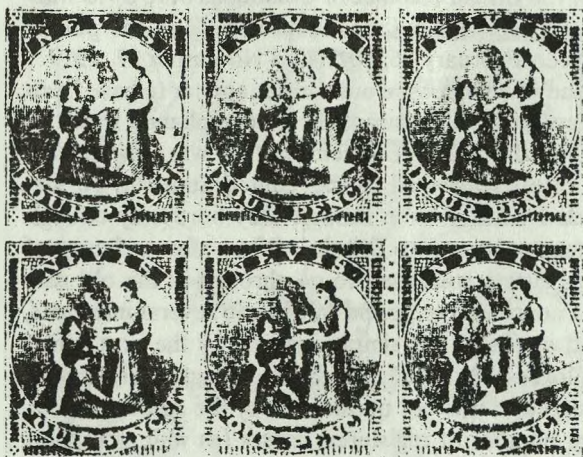


Figure 1

Transfer 2: flaws on positions 4, 5, and 9

Transfer 1 Bernhard did not include a sheet in his collection, and I have not specifically recognized one. His only comment is "Position 1. Perfect NW corner and practically without flaws." Certainly, transfers 2

and 3 show clear frame-line breaks at the NW corner, while transfer 4, position 1 is nearly perfect. A sheet of transfer 1 has not appeared in the interval of 60 years since Bernhard published his study, but various "imperf between (vert. pair)," as Gibbons describes S.G. 18a, seem to be, by a process of elimination, from transfer 1, as they do not come from transfers 2, 3, or 4. A vertical strip of 3 (positions 2, 5, and 8) has been through at least five auctions and is illustrated in colour as lot 317 on the cover of the Bessemer sale catalogue. A different strip of three (positions 3, 6, and 9), clearly from the same sheet as the Bessemer strip, is also illustrated in colour in the Yuile sale catalogue.

Transfer 2 Bernhard described (p. 275) flaws on positions 1, 3, 5, 9, and 10. I agree with his descriptions, except for position 10 - "White flaw above circle, left of N of NEVIS." This I cannot find. I prefer the flaw on position 4, as being the easiest to see: a colourless blob on the upper arm of the second



Figure 2

Transfer 2: imperf. between (vertical pairs)

E of PENCE" (Figure 1). Position 5 - "White flaw above N of PENCE" - and position 9 - "White flaw

right of arm of sitting figure" - are also shown in Figure 1, which is a block of six, positions 4 to 9 inclusive.



Figure 3

Transfer 3: flaws on positions 1 and 2

I am aware of no fewer than 11 different sheets of transfer 2. It is not difficult to distinguish between sheets that are illustrated in auction catalogues, as no two are perforated alike. Included among the 11 is a complete imperforate sheet in the Bernhard collection, which may be a proof sheet. Transfer 2 also has "imperf between (vert. pairs)." Figure 2 shows a block of four (positions 7, 8, 10, and 11) of this variety, now in my collection. The rest of this sheet can be seen illustrated in auction catalogues or has been offered to me in the following forms: pairs - positions 1 and 4, and positions 2 and 5; vertical strip of four - positions 3, 6, 9, and 12.

Transfer 3 Bernhard described (p. 275) flaws on positions 1 and 2. Figure 3 shows positions 1 and 2 with flaws: position 1, "break in outer frame-line below the square containing NW corner star. Flaws about IS of "NEVIS"; and position 2, "flaws about IS of NEVIS".

I am aware of five sheets of transfer 3, including a sheet in the Bernhard collection that is imperforate horizontally below rows 1, 2, and 3. There is also a strip of three (positions 1, 2, and 3) imperforate between stamp and left margin (see Simmons sale, lot 1284).



Figure 4

Transfer 4: flaws on position 11

Transfer 4 Bernhard described flaws on positions 6, 7, and 11. Figure 4 shows position 11, "coloured dot under V of NEVIS"). I would add another flaw on this position: a colourless slash under U of FOUR.

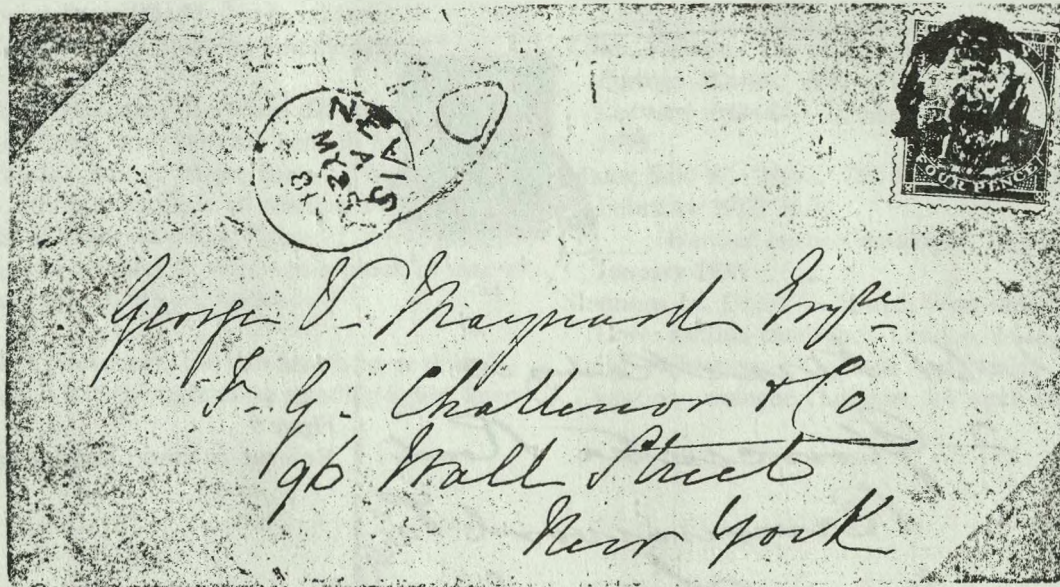


Figure 5 Cover to New York, dated MY 25/81



Figure 6
Nevis c.d.s. and A09 cancel



Figure 7
Transfer 5, revenue: position 11

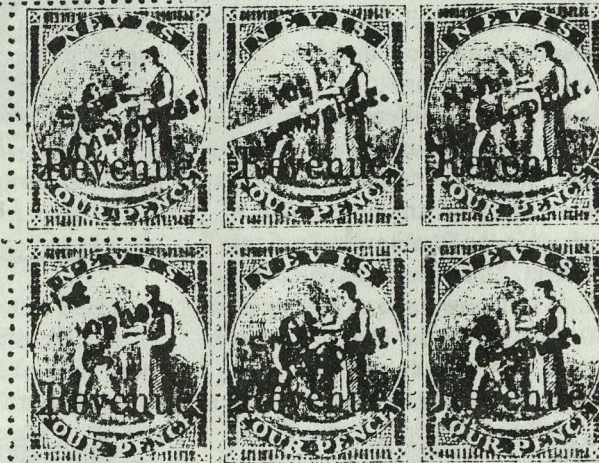


Figure 8
Transfer 6, revenue: position 7

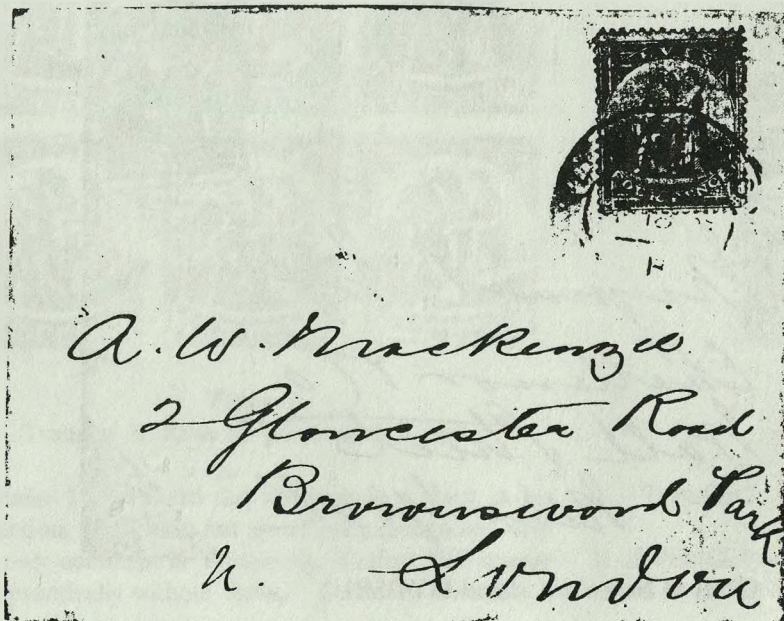


Figure 9
Revenue on cover; London cancel

I know of three complete sheets of transfer 4, including an imperforate sheet in the Mann sale catalogue, lot 103.

The colour of the stamps shows some variation. Gibbons only lists "orange-yellow," whereas Lowe mentions "orange, orange-yellow and orange buff." This stamp is not easy to differentiate from the engraved ones, which it followed. Many stamps in dealers' stocks, and indeed on cover, are incorrectly described. The latter error is less forgivable as the covers invariably have the Nevis c.d.s. as shown in Figure 5. If a cover is dated, say, from April 1878 onward, I assign it to a lithographed stamp, unless I get a chance to see it to determine if it is a late usage of an engraved stamp. I am aware of nine covers - two to Antigua, one to Barbados, and the rest to New York, all being part of the Maynard correspondence.

The cancel on the used stamps and on covers is always the A09 cancel identified as type B by Lowe. I have only once seen the c.d.s. partly on a stamp; see Figure 6, which also shows the A09.

The perforation is 15 line. Certainly, it is different from most of the 1d lithographs and from the 1s pale green and 1s deep green, which Lowe says are perforated 14.5 while I consider them to be 15.5 line.

Fiscals At least two further transfers were made for fiscal stamps, overprinted "Revenue" by Nissen and Parker. Bernhard wrote (p. 273) that 209 sheets of the 4d were despatched to Nevis in March 1879. They are a darker orange than the postage stamps.

Transfer 5 (Revenue) Bernhard did not describe any fiscal 4d sheets, and there are none in his collection. This transfer has no major flaws. The most noticeable, although small, is on position 11: colourless dot right of lower waterfall (Figure 7). I only know of one sheet of transfer 5; there was a block of nine in the Mann sale catalogue, lot 150.

Transfer 6 (Revenue) The flaw here is on position 7 - colourless dot to the right of the standing figure, knee-

high (Figure 8). I know of three sheets, all of which have been handstamped in violet (in the islands) "Saint/ Christopher." in two lines.

Examples with fiscal cancels removed and fake A09 cancels added can be found. I also illustrate in Figure 9 a cover with no Nevis markings, but which probably came from Nevis. It has a backstamp in red, reading "London N/HM/SP 18 89," and the stamp has been cancelled in black, "London EC SP 18 89." The Nevis postmaster was not such a wilful philatelic dealer and concocter of covers as were his Leeward Islands colleagues. He let the cover go through but refused to handstamp it!

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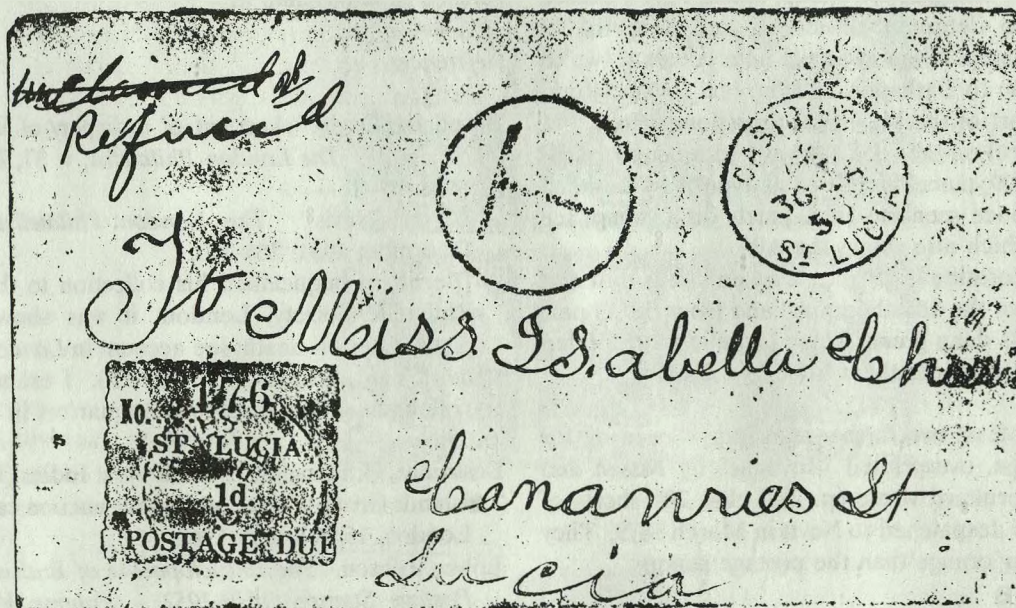
- Bernhard, David. Account of a display of his Nevis collection. *The London Philatelist*, v. 37, February 1928: 39-40.
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- [Bernhard bequeathed his collection to the Royal Philatelic Society, London; it was shown there again, after his death; see account in *London Philatelist*, v. 61, August 1952: 129-130. I examined his collection at the society's headquarters in October 1989.
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St. Lucia Provisional Postage Dues: A Follow-Up

by HARRY T. WHITIN

Both Dr. Ritchie and Dr. Lockie list the issue date of the provisional postage dues as 3 January 1930. Dr. Ritchie further states that 300 stamps were used during the first six weeks. Where are they now, those early covers? The great majority of covers, both philatelic and commercial, which have survived are dated

in 1932. In his St. Lucia handbook, Dr. Ritchie lists a 1d cover with stamp No. 1998 on 20 September 1930 and a 2d cover with No. 1401 on 27 December 1930 as the earliest usages that he had seen. My previous article illustrated a 1d cover with No. 361 used in Soufrière on 5 September 1930.



The accompanying illustration shows an even earlier usage, 1d No. 176 with a Castries c.d.s. of 30 JAN 1930, and a Canaries c.d.s. receiver dated 6 FEB 1930 on the reverse. Delivery was refused, as with the No. 361 cover above. At the time, the inland rate was ½d, and the postage-due rate of 1d - twice the inland rate - must have seemed punitive indeed. Or were these early covers only trials to see how the sub-post offices handled the new stamps? I am keen to hear of other usages, and I welcome correspondence to me at 19 North St., Rye, NY 10580.

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Study Group News

Constitutional Amendment

The proposal to change the Group's constitution to allow the president to run two consecutive terms was carried by an overwhelming majority. At press time, however, the final results had not been tabulated. The level of participation was very high - an encouraging sign that members take a strong interest in the affairs of the Group.

Personnel Changes

Tom Cusick has announced that he will retire as Treasurer of the Study Group, effective in August. Tom has occupied that post for several years now, both keeping the books in order and providing financial advice when needed. Those who have benefited from his quiet efficiency will be sorry to see him leave his post.

Jack Harwood will also relinquish his duties as BCPSG Auction Manager, a position he has occupied for several years, after this year's auction. Jack has been an excellent manager of our public or mail sales, and all of us can be grateful to him for having conducted this aspect of the Group's activities in such professional fashion. A new Treasurer and a new Auction Manager are expected to have been appointed by the time the journal is released.

Bob Ingalls informs me that his professional obligations force him to relinquish his position as "Caribbean Round-up" editor for the journal. Candidates for this position should write to the Editor. The work consists primarily of collating "tidbits" of philatelic information from members and other sources on the various colonies and countries covered by the Study Group, and writing them up for the journal. - *M.F.*

Regional Meetings

SARAPEX 91

Sarasota, Florida was the site for a regional meeting on February 2, 1991, in conjunction with SARAPEX 91. Among members in attendance were Ed Addiss, Jack Harwood, Peter McCann (Jury chairman), Ed

Marston, Gale Raymond, Roger Schnell (Jury member), Fred Seifert, Jim Stern, and Mark Swetland. Also attending were guests Jeanne and Ott Lentz, and Mike Schreider of *Linn's Stamp News*. Members Barry Friedman and Bob Hausin were at the show but were unable to attend the meeting.

Highlights of the show were the exhibits of Ed Marston, who captured the Grand Award with his Cayman Islands display, and Mark Swetland, whose Antigua showing earned the Reserve Grand. Jim Langabeer and Jim Stern earned Silver and Silver-Bronze awards, respectively, for their exhibits of Bermuda Postal Stationery and Cayman Islands. (These awards were listed in the March journal.) - *J. Harwood*

ROYAL 91 (Canada)

An informal meeting of Canadian members was organized by Peter Kaulback, of Ottawa, and Cliff Abram, of Kensington, Prince Edward Island, in conjunction with the annual convention of the Royal Canadian Philatelic Society (RPSC), held at Dorval, a Montreal suburb, on April 5. The stamp show - ROYAL 91 - was organized by the Lakeshore Stamp Club.

However, the response was rather small: of the 31 Canadian and six American members (living near the Canadian border) who were invited, fewer than half replied, even though a SASE had been enclosed with the invitation. Only two members actually showed up in addition to the two organizers. Two guests were also present.

Part of the meeting was devoted to describing the Group's activities to the two guests, who were invited to join. Then, it was show-and-tell time. Michel Forand passed around a sample of philatelic literature devoted to the British Caribbean (handbooks, monographs, auction catalogues and journals), while Peter and Cliff showed some of their Barbados stamps and covers. Harold Gosney produced an interesting St. Kitts-related cover.

Spirits were high. As one of the guests exclaimed after Peter's enthusiastic depiction of the benefits of BCPSG membership, "this is a love affair!" One hopes this informal get-together - believed to be the first "regional" meeting of the BCPSG's Canadian members - will be followed by others in future years. - *M.F.*

Awards

by PAUL LARSEN

Group members continue to be active on the exhibition scene. It is heartening to see that a good share of the exhibits deal with Caribbean-area subjects. For reference, the shows noted below were held as follows:

AIRPEX 90	Dayton, Ohio; October 19-21
ARIPEX 91	Tucson, Ariz.; January 25-27
LINPEX 91	Lincoln, Nebr.; February 23-24
MILCOPEX 91	Milwaukee, Wisc.; March 1-3
ORAPEX 91	Ottawa, Canada, May 3-5
ROYAL 91	Dorval, Que., Canada; April 4-6 (held under the sponsorship of the Royal Philatelic Society of Canada)
SESCAL 90	Los Angeles, Cal.; October 12-14
VAPEX 90	Virginia Beach, Va.; November 9-11

- ABRAM, C., Postal Markings of Barbados; ROYAL 91, Silver
- ADISS, E., Monograph on British Honduras Town Cancells; ORAPEX 91, Silver-bronze
- ARNELL, J. C., Transatlantic Mails Through the War of 1812; ROYAL 91, Gold, APS research award
- BOWMAN, G., Ship Cancellations of the United Fruit Co.: The Multi-Ship Types; SESCAL 90, Silver
- BOWMAN, G., Ship Cancellations of the United Fruit Co.: The Multi-Ship Types; LINPEX 91, Vermeil, AAPE award
- BYLEN, P., Belize: The Marine Life Definitives, 1984-1989; SESCAL 90, Silver, AAPE award
- COOLEY, R., Great Britain, 1838-72 Line-Engraved One Penny and Twopence; SESCAL 90, Gold, WESTPEX award
- COOLEY, R., Cayman Islands Stamps and Postal Stationery, 1889-1926; SESCAL 90, Gold, SESCAL Chairman's award
- FERNANDO, Q., Nineteenth Century Ceylon; ARIPEX 91; Gold, APS pre-1900 medal, Tucson Stamp Club award for best exhibit by a member
- GALLAGHER, S., Kentucky in the Civil War, AIRPEX 90, Gold, APS pre-1900 medal
- GOSNEY, H. G., Never Mind the Why and Wherefore (a thematic exhibit on Gilbert and Sullivan), ROYAL 91, Silver-bronze; AAPE Creativity award
- MCCANN, P., British Virgin Islands Postal History, AIRPEX 90, Grand award, Postal History Society

medal

- SKAVARIL, R., The Caravel Issues of Bermuda, VAPEX 90, Gold
- STERN, J., Early Cayman Islands Registration, MILCOPEX 91, Vermeil.

The journal received a Vermeil award at COLOPEX 91, held at Columbus, Ohio on April 12-14. In their "Critique Sheet," the judges indicated that the editing was outstanding (bravo, Mark!). One of their comments related to the quality of the illustrations, which they felt was too uneven. Another comment was that articles do not always contain lists of references. An editor is at the mercy of authors in those two aspects. See some suggestions about these matters on p. 73 of this issue. The *BCPJ* was also one of three specialized journals awarded a Silver medal at ORAPEX 91. No journal in that category received a higher medal.

Personal Notes

BCPSG member Patrick F. McFarland died on February 18, 1991, we are informed by Mrs. McFarland. A retired Texaco engineer, he resided at 1002 Cleveland Avenue, Lockport, Illinois.

Patrick was an avid and life-long stamp collector, spending many hours poring over his stamps and reading stamp journals. A life member of the APS and member of the British Caribbean Philatelic Study Group, he was a founder and advisor of the St. John's Grade School Stamp Club in Joliet, Ill. Patrick specifically centered his interest on the Cayman Islands, and over the years, he amassed thousands of these stamps.

His widow reports that she and his sons, Steve and John, are not stamp collectors. Therefore, his Cayman Islands collection will probably be disposed of sometime in the near future.

Auctions to Watch For

June 12-13, London. Christie's Robson Lowe: British Empire, including one of the Bermuda Perots on cover and other BWI rarities

June 19-21, London. Ivy, Shreve & Mader (a Dallas-based firm): the "Samos" (British Empire and Commonwealth) and "Alford" (G.B. and BWI) sales, both featuring several rare items (Bahamas, Barbados, and Bermuda in the "Alford" sale).

Catalog Presented to Bermuda Officials

BCPSG member William J. Clark, author of *The Airmails of Bermuda, 1925-1989*, presented a copy of the second edition of his catalog to officials of the Bermuda government in April. Among the officials he met were Mr. Clevelyn Chrichtow, Postmaster General; Mr. C. V. "Jim" Woolridge, Minister of Tourism; Clark; and Dr. David Saul, Minister of Finance.

Back Issues of the Journal

Tom Giraldi advises that as of 10 April 1991, the back

issues of the journal listed in the table below are available from him. They are priced at \$2.50 each or \$10 for a complete volume. Postage, which is extra, can be estimated by allowing 5 ounces per copy. Any overpayment will be reimbursed. Orders for back issues should be sent to:

Thomas E. Giraldi
7802 Jayseel St.
Sunland, CA 91040.

Checks should be made payable to the "British Caribbean Philatelic Study Group." Anyone with duplicate copies that are not needed may send to Tom as donations to the Group.

W/N	Mon	Year	Vol	Issue	Qty	W/N	Mon	Year	Vol	Issue	Qty
58	Dec	1970	10	6	1	127	Oct	1983	23	4	27
78	Jun	1974	14	2	1	128	Dec	"	"	5	35
81	Dec	"	"	5	1	129	Feb	1984	24	1	27
83	Apr	1975	15	2	1	130	Apr	"	"	2	33
92	Oct	1976	16	5	4	131	Jul	"	"	3	29
95	Apr	1977	17	2	1	132	Oct	"	"	4	41
96	Jun	"	"	3	1	133	Dec	"	"	5	41
100	Feb	1978	18	1	4	134	Mar	1985	25	1	25
102	Jun	"	"	3	1	135	Jun	"	"	2	37
104	Oct	"	"	5	1	136	Sep	"	"	3	37
106	Feb	1979	19	1	27	137	Dec	"	"	4	38
107	Apr	"	"	2	81	138	Mar	1986	26	1	42
108	Jun	"	"	3	82	139	Jun	"	"	2	99
109	Jul	"	"	4	46	140	Sep	"	"	3	20
110	Feb	1980	20	1	3	141	Dec	"	"	4	20
111	Apr	1980	"	2	3	142	Mar	1987	27	1	13
112	Aug	"	"	3	18	143	Jun	"	"	2	20
113	Nov	"	"	4	28	144	Sep	"	"	3	19
114	Feb	1981	21	1	19	145	Dec	"	"	4	23
115	Apr	"	"	2	24	146	Mar	1988	28	1	5
116	Jul	"	"	3	30	147	Jun	"	"	2	17
117	Oct	"	"	4	38	148	Sep	"	"	3	19
118	Dec	"	"	5	41	149	Dec	"	"	4	43
119	Feb	1982	22	1	16	150	Mar	1989	29	1	13
120	Apr	"	"	2	25	151	Jun	"	"	2	43
121	Jul	"	"	3	32	152	Sep	"	"	3	28
122	Oct	"	"	4	29	153	Dec	"	"	4	26
123	Dec	"	"	5	36	154	Mar	1990	30	1	19
124	Feb	1983	23	1	15	155	Jun	"	"	2	21
125	Apr	"	"	2	20	156	Sep	"	"	3	24
126	Jul	"	"	3	24	157	Dec	"	"	4	24

Secretary's Report

New Members

All applicants listed in the March 1991 Journal have been admitted to membership.

Application Received

MACKMAN, David R., 14 Giffard Way, Cheltenham, Glos., GL53 0PP, England; collects stamps and postal history of the Cayman Islands; by Thomas E. Giraldi.

Resignations Received

KEIFFER, Lincoln E.

Deceased

McFARLAND, Patrick F.

Address Changes and Corrections

BILHAUT, Commandant M., 20 rue d'Hastings - B.P. 247, 14005 Caen Cedex, France

CURTIS, Mark S., 14-1740 Newton Street, Victoria, B.C., Canada V8R 2R2

GODWIN, Howard L., P.O. Box 360, 6720 Montagu, South Africa

HAMILTON, James C., 73 Tremont Street, Boston, MA 02108-3901

JOHNSON, Mrs. Alfred N., 6830 Miller Wilson Road, Crosby, TX 77532-5815

WATSON, James E., 28841 Trenton Court, S.W., Bonita Springs, FL 33923.

Bermuda Postmaster Stamp for Sale

The famous Bermuda cover with an 1854 Perot stamp, one of the great rarities in British West Indies philately - indeed in all of philately - is to be offered at Christie's Robson Lowe's sale of June 13 in London. Discovered in 1897, the cover was bought in about 1900 by Ferrary, and later by Maurice Burrus, then by Mario Tomasini. It is estimated in the Christie's sale at £200,000 to £300,000.

Book Reviews

Edward F. Addiss. *The "Town" Cancells of British Honduras, 1880-1973*. British Caribbean Philatelic Study Group, 1990. 55 pages. \$15.50 or £8.80

This reviewer presently has only a casual interest in British Honduras. However, useful reference material on Caribbean-area postal history and postal markings is always of interest. This book promises information on town markings: it does that and delivers a good deal more. It is inexpensively produced but, with some care, it should survive reasonably heavy use.

The book combines and updates scattered previous information on postal markings of British Honduras towns outside of the capital city of Belize (which is to be covered in a separate book). The text is divided into three major sections: general, postmarks, and post offices. The general section includes a "quickie" history of land, people, and postal arrangements. The first branch post office was opened in 1862; by 1910, 26 offices were in operation. Thirty-three offices were operating in 1960: openings and closings had kept the number fairly constant for nearly 50 years. Over 50 offices were in operation when Independence was achieved in 1973; Independence sets a convenient limit on the study's time frame.

Most of the towns of British Honduras were located along the Caribbean coast or the inland rivers. Mail transport was most frequently by some kind of boat until well into modern times. There is a large, well-done map showing the locations of the various towns, the administrative districts, and the national borders. There is an interesting appendix to the book, which includes an extract from a 1921 Report on the GPO telling some of the difficulties in transporting mails (together with people and goods) in the "outback."

The section on postmarks includes obliterations, circular datestamps, and a multitude of temporary rubber ovals and other devices. All are coded in a precise manner, including dimensions and the offices of use. About 25 pages are required to cover the gamut. There is even a listing of mail bag seals, some of which have occasionally seen use as cancels.

The section on post offices is my favorite. These 18 pages alone are worth the price of admission. The post offices are listed alphabetically along with their location and period of operation. Postmark usage is

listed by type along with a range of earliest and latest recorded dates; ink-color variations and other observations are also included. I looked up some old friends that have passed through my hands over the years - Burrell Boom, Double Head Cabbage, and Orange Walk. The listings included everything I would have needed for a brief album or exhibit page write-up. Probable scarcity must be deduced from period of use and population size, etc.

No rarity scale is included; however, the author speculates that this might be achieved in the future with enough help from interested collectors. The post office location map could have been improved by including an approximate scale. The book's title does not promise postal rates, but a listing of some inland rates is included. Inclusion of some comprehensive rate information in any planned companion books would be most appreciated. This is a very worthwhile book and is recommended for anyone with an interest in the Caribbean area. It is also one of the best bargains I have purchased for my own library. - *Paul Larsen*

L. Norman Williams. *Fundamentals of Philately.* State College, Penn., American Philatelic Society, 1990. Revised edition. Hardbound. xv + 862 pp. Price: \$60 (\$48 to APS members).

The original edition of this book, written by Norman Williams and his late brother Maurice, was published by the A.P.S. in 1971. The long-awaited new version has been revised and updated, and is about 200 pages longer than the first, mainly because of a different layout. The Williams name is well known in philately and is a guaranty of erudition and excellence.

Fundamentals of Philately is concerned exclusively with stamps - more specifically, with their fabrication. It covers in great detail every phase of production, from the types of paper used through the numerous printing processes (and the varieties they create) to such things as gum, ink composition, color, and perforations. As an example, the chapter on relief printing is 123 pages long, not counting the glossary. While some of the processes may seem fairly arcane to the casual observer, the explanations are clear and well presented.

These various aspects of stamp production are illustrated by a large number of black and white photographs showing stamps (including high-ratio enlarge-

ments where appropriate), machines, instruments, drawings, etc.

Thirteen of the 15 chapters conclude with a glossary pertaining to the subject discussed in the chapter. Combined, these glossaries occupy nearly 200 pages. There is a 61-page index.

This monumental book is an essential reference work for every collector who wants to know how his/her stamps came into being. - *M.F.*

James Negus. *Philatelic Literature: Compilation Techniques and References Sources.* Limassol, Cyprus, James Bendon, 1991. Hardbound. x + 293 pp. Price: \$50 or £27.50.

James Negus is a well-known cataloguer, indexer, and bibliographer. His activities in those fields - including his stint as editor of the Stanley Gibbons Catalogue between 1977 and 1981 - have greatly contributed to the work of researchers and the knowledge of collectors. The book under review is a successor to the much slimmer (61 pages) *Good Bibliographic Practice*, which (like *Fundamentals of Philately*) was also published by the A.P.S. in 1971 and became the standard for philatelic editing, indexing, and compiling of bibliographies.

Philatelic Literature begins with some standard rules about creating references and bibliographies, using philatelic examples to illustrate the author's points. The criteria used in indexing books and periodicals are then discussed, followed by guidelines for editors and writers.

Methods of work in compiling indexes and bibliographies are examined, with two chapters devoted to the use of personal computers in this work.

Part 3 moves from the "how-to" to the "what's been done." It contains several elements: a list of the published catalogues of major philatelic libraries (e.g., the Crawford Library, the Library of the Collectors Club of New York), with a helpful commentary on each by Negus; a list of auctions of major philatelic libraries (e.g., Ashbrook, Turner); sources of philatelic book reviews (e.g., *Philatelic Literature Review*, etc.); a list of published cumulative indexes to general philatelic periodicals; a similar list for specialized journals; a list of sources of philatelic literature indexes (e.g., the Harris index, the *Stamp Lover* index, etc.); and a discussion of general philatelic handbooks (Kohl, Billig, the Robson Lowe *Encyclopaedia*, etc.).

Part 4 provides practical advice for writers and editors, covering such topics as typesetting instructions, how to compile a handbook, how to approach a publisher, etc.

A very informative section of notes and references follows. In it are found, among other things, short biographies of some of the major personalities of the past in philatelic writing, publishing, and indexing (e.g., the Earl of Crawford, Daniel Vooy's).

The final portion of the book consists of appendixes listing philatelic literature organizations, stamp catalogues, British magazines published since 1926 (thus continuing the information contained in the Harris index, published in 1933); a list of the journals indexed in *Stamp Lover*, and a "page table" of *Philatelic Literature Review*.

My only criticism of the book is that the chapters do not have running heads. Some of the notes are very long, and if one wishes to go back to the main body of the book after reading a particular note, it takes a while to find the place where one left. Running heads would have facilitated that task.

The information and advice provided in this book are invaluable. James Negus has performed an emi-

nent service to the philatelic community. His book is a must for all those who do any kind of philatelic research and writing. - M.F.

Future Publications to Watch For

Christie's Robson Lowe has just published Volume VI of the *Encyclopaedia of British Empire Postage Stamps*, which is devoted to the Leeward Islands. This 309-page book should fill a void in the modern literature about the area.

A Caribbean Neptune, by Robert G. Stone, originally scheduled for publication by the Philatelic Foundation in the spring of 1990, is now expected to be released this summer. Stone's book will deal with the British, French, German, and Spanish packet routes of the Caribbean, but no further details are known.

Finally, as Hugh James informs us in his article in this issue, the King George VI Collectors Society is expected to publish a monograph, authored by Hugh, on the KGVI issues of Jamaica sometime this year.

All of these works will be reviewed in the journal in due time.

Note to Advertisers

Advertising space in the *British Caribbean Philatelic Journal* is sold on a yearly contract basis and must be prepaid. The rates and sizes are as follows:

Width	Height	Yearly rate	
Full page	7"	9-1/2"	\$125
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One-time insertion ads are accepted at 40% of the yearly rate, provided notice is given 30 days prior to the due date. The cost of back-page space, when available, is 10% above the regular rate. Checks should be made payable to the "British Caribbean Philatelic Study Group," not to the Editor or the Advertising Manager. Advertising copy should be sent to the Editor. Actual-size, camera-ready copy is required. The Editor reserves the right to modify any ad to correct spelling, punctuation, or minor errors in style. Advertising copy must reach the Editor prior to the following dates: for the March issue, 15 January; for the June issue, 15 April; for the September issue, 15 July; for the December issue, 15 October.

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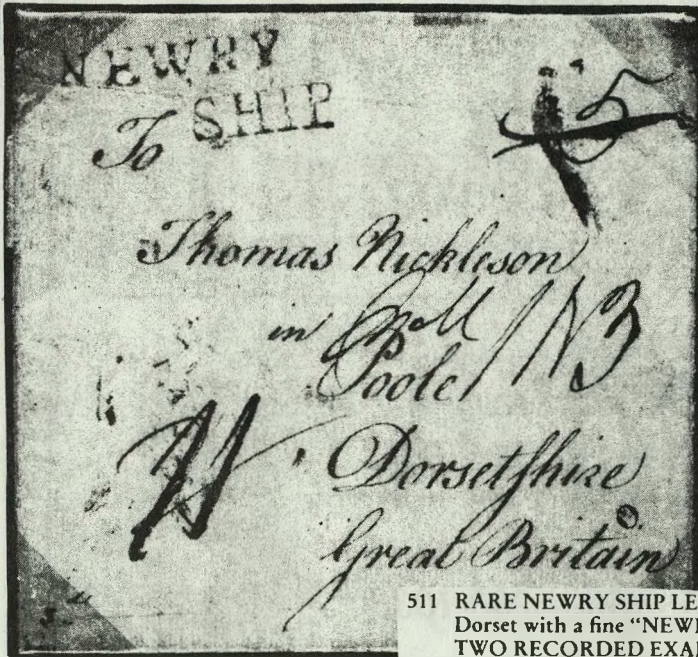
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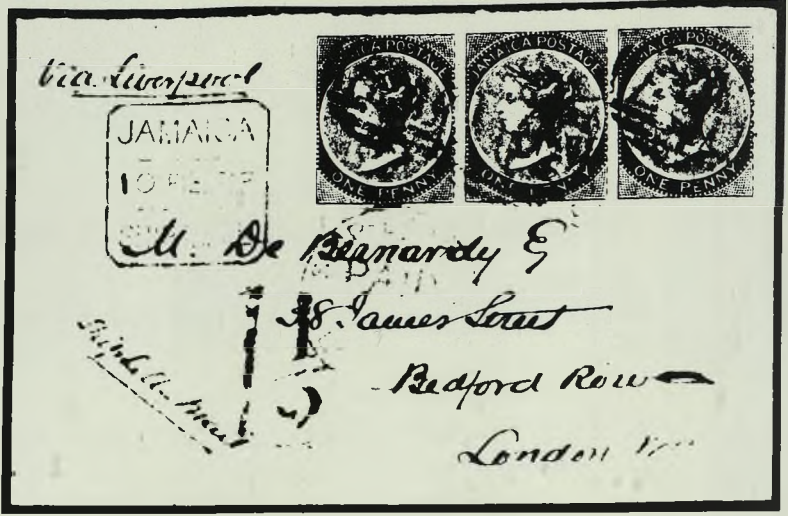
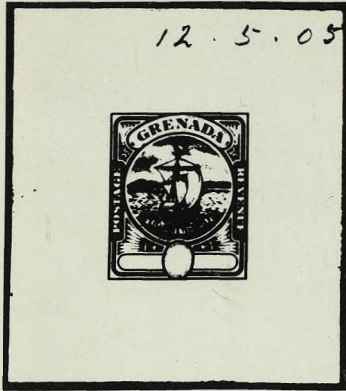
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