

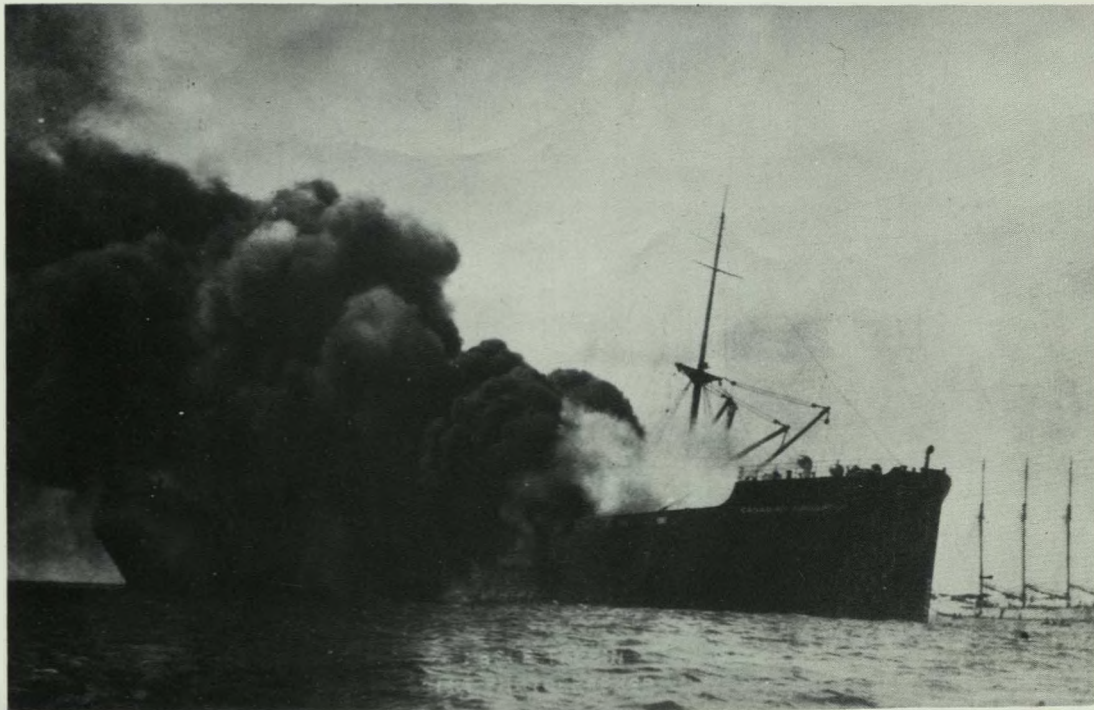
BRITISH CARIBBEAN PHILATELIC JOURNAL

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*S.S. Canadian Navigation on fire near Bermuda in December 1926:
What happened to the mail?*

(see "Waterlogged Mails," by R. V. Swarbrick)

OTHER FEATURES:

Belize Cancellations, 1841-1973

Leeward Islands King George VI Issue

A Missed Opportunity in Jamaica

A "Retaliatory Rate" Cover from the Caribbean

Cayman Islands Postal Markings

The Bermuda Railway

Guyana Surcharges

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The Cancellations of Belize, 1841-1973

by EDWARD F. ADDISS

The first post office in British Honduras is believed to have been opened in the town of Belize in 1830. A straight-line 'BELIZE' mark has been reported for the early 1800s, but no example has been confirmed to date. This report may be the result of mistaken identity, as there exists a mark inscribed 'BALIZE', used in 1807-09 in a town of that name located in the delta of the Mississippi (see *BCPJ*, June 1991, p. 53).

Natural disasters, especially hurricanes and fires, have played a part in the history of Belize and its postal operations.

On Sunday, 30 May 1909, fire destroyed many buildings in Belize, including the General Post Office. The cancelling devices were lost. A mark used on the Northern Route — inscribed 'BELIZE / NEW RIVER SERVICE' (type SC-3b; see *The "Town" Cancels of British Honduras, 1880-1973*) was pressed into use until new datestamps were supplied (types BSC-9 and BSC-10).

On 17 August 1918, another disastrous fire swept through Belize, razing many buildings — including, once again, the G.P.O. Types BTSL-1 and BTDC-1 were used as "temporary" replacements — the latter well into 1919.

The hurricane of 1931 created much havoc throughout the colony, but the G.P.O. was spared this time.

Hurricane "Hattie" devastated a number of towns in the coastal area on 31 October 1961. While the Belize post office building was not destroyed, postal activities were interrupted for several days as a result of flooding. The office was opened for a short time on 4 November to handle first-class mail and airmail only. A cover with a manuscript cancel 'R' in purple (Figure 1) has been recorded. The letter bears a pencil notation on the reverse, reading 'Mailed at BELIZE, Br. Honduras on Sat. 4 Nov. 1961, first mail after Hurricane Hattie hit'. The G.P.O. reopened for business on 10 November, using the current datestamps.

One occasionally comes across King George V stamps with a mute or cork cancel (Figure 2). These devices were reportedly used on British Naval ships so as to avoid disclosing their exact whereabouts.

Belize was renamed Belize City on 2 June 1964, in anticipation of the forthcoming change in the colony's name from British Honduras to Belize, which occurred in June 1973.

The type abbreviations used in this article are as follows:

- B Belize
- PD Paid
- O Obliterator
- SL Ship letter
- BSC Belize, single-circle mark
- BDC Belize, double-circle mark

BTSL Belize, temporary straight-line mark
 BTDC Belize, temporary double-circle mark.
 The handstamps are in black ink unless specified otherwise.

Additional data were by supplied Gale Raymond. I also owe a special debt of gratitude to Ian Matheson, who provided much new material and information. My heartfelt thanks to both of them.

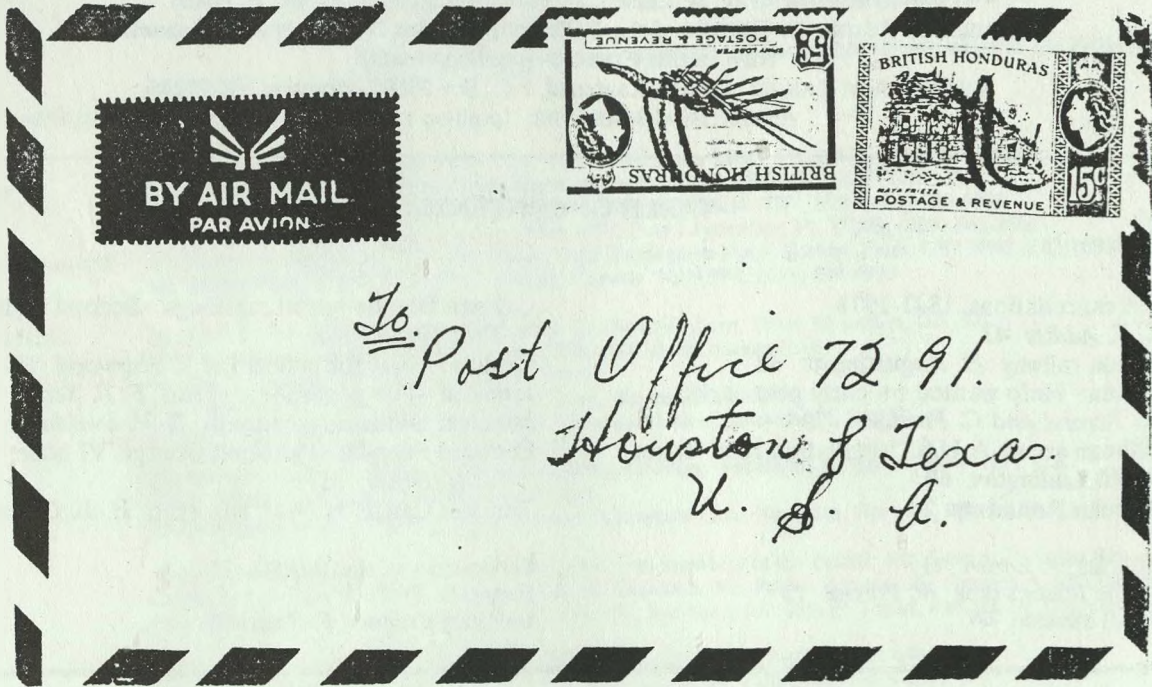


Figure 1

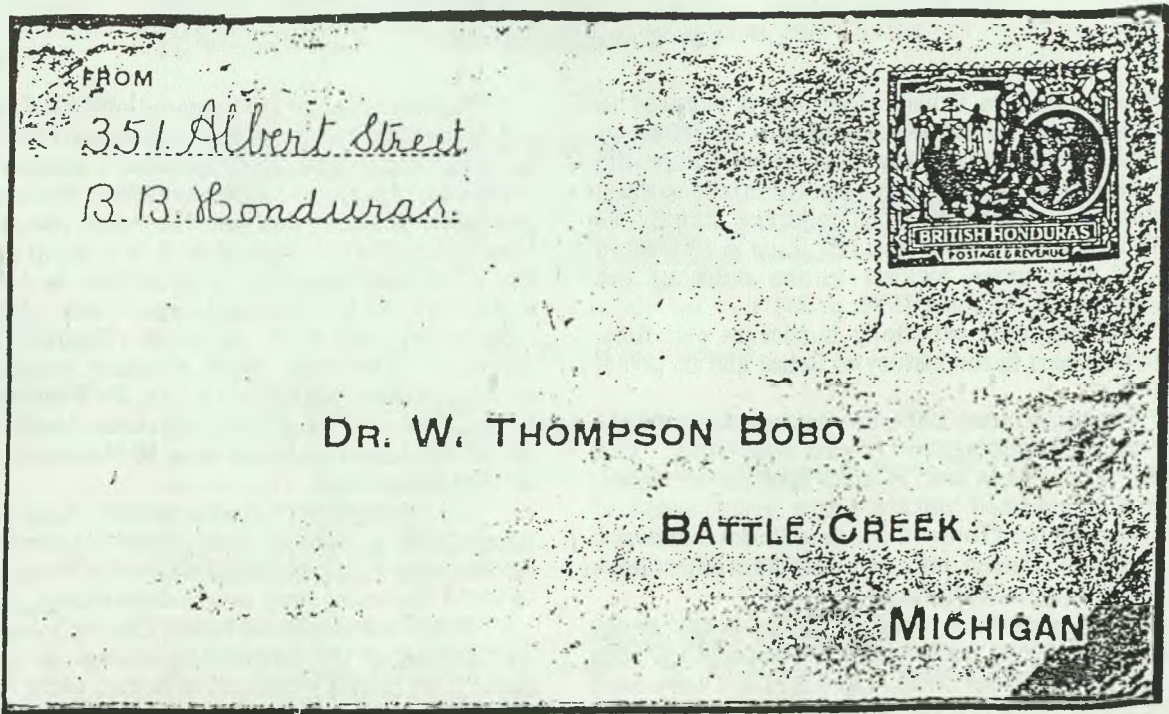


Figure 2

Listing

Notes: Types O-4, O-5, O-6 and O-8, which were not used at Belize City, are described in *The "Town" Cancells of Belize, 1880-1973*. The illustrations for types SL-1 and BTSL-1 are reproduced thanks to the courtesy of Ian Matheson. The illustrations for types B-1, B-2, BDC-3, BDC-4, BSC-6, BSC-7, BSC-9, BSC-10, O-1, O-2, O-7, O-9, PD-1, and PD-2 are London proof strikes.

B-1

A double-arc mark with the word 'BELIZE' in seriffed capitals, 4 mm high; the date is in two lines, with the year in full in seriffed capitals. The handstamp was sent out from London on 13 November 1841. It was applied in red ink during the first years of use (although this was not meant to denote prepayment) and then in black.

Diameter: c. 30 mm

Red:

ERD = 12 Nov 1842 LRD = 20 Nov 1845

Black:

ERD = 22 Jun 1846 LRD = - Sep 1856

**PD-1**

A double-circle mark, broken at the top by a crown; the words are in seriffed capitals; 'PAID' and 'BELIZE' are 3.5 mm high; 'AT', 3 mm high. Sent out from London on 13 November 1841. Recorded only in red.

Diameter: c. 22 mm

ERD = 20 Nov 1845 LRD = 17 May 1860

B-2

A double-arc mark with the letters and numerals in plain capitals. Sent from London on 8 June 1857. Recorded in black.

Diameter: c. 28 mm

ERD = 17 Sep 1857 LRD = 10 Aug 1861

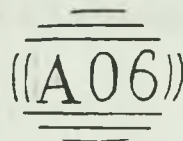
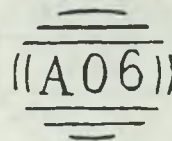
O-1

The first of two obliterator-type marks intended to be used initially on the stamps of Great Britain at various colonies in the West Indies from 1858 to 1860. Type O-1, sent to Belize on 14 April 1858, was used there until at least 1874. Sometime around 1890, it was sent to Orange Walk (New River), where it was used until 1905.

Dimensions: c. 22 x 17.5 mm; 'A06' is 5.5 mm high.

Use at Belize:

ERD = 15 Oct 1858 LRD = 16 Dec 1874

**O-2**

Similar to type O-1. This handstamp, sent from London on 28 April 1856, was transferred to Punta Gorda in the early 1890s and remained in use there at least until 1904.

Dimensions: c. 23 x 18 mm; 'A06' is 7 mm high.

Use at Belize:

ERD = ? Jun 1858 LRD = 16 Dec 1878

PD-2

Two similar handstamps were sent from London, both with lettering in plain capitals 2.5 mm high. The handstamp with the A index was sent from London on 27 April 1860, while the C handstamp was sent three days later. Recorded only in red.

Diameter: c. 20 mm

Index C:

ERD = 17 Jul 1860 LRD = 15 Dec 1861

Index A:

ERD = 14 Jan 1862 LRD = 7 Apr 1869

**SL-1**

A two-line mark with sans-serif letters, c. 4 mm and 3.5 mm. Only one example has been recorded.

ERD = 11 Sep 1865

BELIZE
SHIP-LETTER

SL-2

This mark was described as follows in Robson Lowe's 4 Mar 1977 auction catalogue: "-1874 unfranked [envelope] ... to Belize endorsed 'Politeness Capt. Miller' rated '4' and showing 'SHIP-LETTER' from which 'BELIZE' has apparently been excised with c.d.s. alongside."

SHIP-LETTER

PD-3

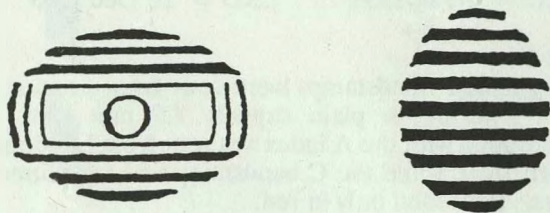
A circular mark showing 'BELIZE' in plain capitals, c. 3 mm high and 'PAID' c. 4 mm high. Three examples recorded, all used as transit marks.

Diameter: c. 25 mm
 ERD = 18 Oct 1875 LRD = - May 1878



O-3
 The 'O' in the center of this oval obliterator is c. 5 mm high.

Dimensions: c. 29 x 21.5 mm
 ERD = 14 Jun 1878 LRD = 18 Jun 1897

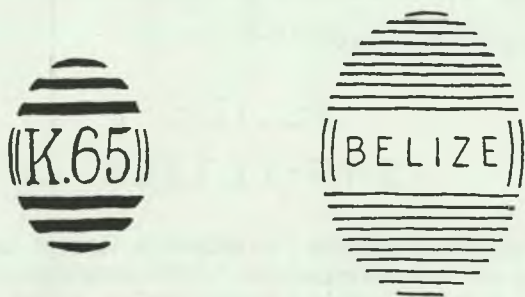


O-6
 This mute obliterator, consisting of nine horizontal bars, is probably of local origin.

Dimensions: c. 19 x 27 mm
 ERD = 20 Mar 1888 LRD = 19 Feb 1897

O-7
 Two very similar handstamps of this type were sent out from London on 21 December 1893.

Dimensions: c. 18.5 x 27 mm
 ERD = 9 Feb 1894 LRD = 23 Jul 1908



O-9
 Two very similar handstamps of this type were sent out from London on 12 July 1909. The word 'BELIZE' is in sans-sérif capitals, c. 4 mm high. No dated copy has been recorded.

Dimensions: c. 25.5 x 37 mm
 ERD [Recorded on SG 89, issued in 1907]
 LRD [Recorded on SG 118, issued in 1917]

BSC-1
 A single-ring mark with the word 'BELIZE' around the top and the date in two lines. There is no colony name. The bottom of the year numerals is c. 5 mm above the frame line. Distance between 'B' and final 'E' = 10.5 mm. Robson Lowe states that this was sent from London in April 1860. Fewer than six examples have been recorded.

Diameter: c. 19.5 mm
 ERD = 11 Jun 1862 LRD = 28 Nov 1865



BSC-2
 Similar to BSC-1 but distance between 'B' and final 'E' = c. 12.5 mm; distance between the two lines of the date = c. 4 mm

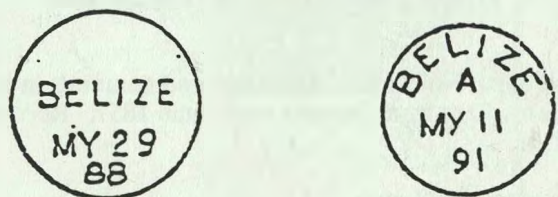
Diameter: c. 21 mm
 ERD = 6 Jul 1867 LRD = 16 Oct 1879

BSC-3
 Similar to BSC-1, but distance between 'B' and final 'E' = c. 13 mm; distance between the two lines of the date = c. 2 mm.

Diameter: c. 22.5 mm
 ERD = 16 Feb 1879 LRD = 31 May 1888

BSC-4
 'BELIZE' is in a straight line, just above the center of the circle. The date is very low, with only 2 mm between the year and the frame line.

Diameter: c. 24 mm
 ERD = 29 Mar 1888 LRD = 14 Jan 1891



BSC-5
 Similar to BSC-1 but with an index letter above the date. The bottom of the year slug is close to the frame line.

Diameter: c. 23 mm
 Index A:
 ERD = 17 Jan 1890 LRD = 2 Dec 1899
 Index B:
 ERD = 3 May 1889 LRD = 20 Mar 1905

BDC-1
 A double-circle mark with diamond-shaped separators before and after 'BELIZE', inscribed 'B. HONDURAS'. A

scarce mark, as the handstamp was likely withdrawn because the date did not print properly.

Diameters: c. 28 mm and 22 mm
 ERD = 2 Feb 1893 LRD = 14 Apr 1893



BSC-6
 Sent from London on 21 December 1893. The country name reads 'BRITISH HONDURAS' with a dot between the words; distance between final 'E' and 'S' = c. 5 mm.

Diameter: c. 24.5 mm
 Index A:
 ERD = 4 Jan 1895 LRD = 28 Jul 1905
 Index B:
 ERD = 30 Apr 1894 LRD = 3 Jun 1905
 Index C:
 ERD = 9 Feb 1894 LRD = 30 Nov 1894
 No index:
 ERD = 4 Mar 1897



BSC-7
 Similar to BSC-6, but distance between final 'E' of 'BELIZE' and 'S' of 'HONDURAS' = c. 4 mm. Sent from London on 1 March 1899.

Diameter: c. 24.5 mm
 Index C:
 ERD = 21 Jun 1900 LRD = 23 Aug 1908

BSC-8
 Similar to BSC-6, but with lettering c. 3 mm high and dot separators before and after 'BELIZE'.

Diameter: c. 24 mm
 Index A:
 ERD = 13 Sep 1907 LRD = 24 Apr 1908



Index B:
 ERD = 27 Dec 1908 LRD = 28 May 1909

Index D:
 ERD = 1 Apr 1907 LRD = 22 Dec 1908

BSC-8a
 Similar to BSC-8, but letters of 'BELIZE' c. 2.5 mm high.

Index D:
 ERD = 24 Jul 1908

BSC-9
 There is a short dash between 'BRITISH' and 'HONDURAS'; the first digit of the year is over the 'H' of 'BRITISH'. Sent from London on 12 July 1909.

Diameter: c. 24 mm
 Index A:
 ERD = 14 Aug 1909 LRD = 2 Aug 1918



BSC-10
 There is no dash between 'BRITISH' and 'HONDURAS'; the first digit of the year is over the 'H' of 'HONDURAS'. Sent from London on 12 July 1909 (index A only).

Diameter: c. 24 mm
 Index B:
 ERD = 27 Feb 1911 LRD = 6 Aug 1918

BTSL-1
 This temporary rubber (?) datestamp was probably made locally.

ERD = 26 Aug 1918 LRD = 5 Sep 1918

BELIZE,

AUG 29 1918

British Honduras.



BTDC-1
 This double-circle mark may have been produced locally. It has been recorded in black and blue.

Diameters: c. 33 and 24 mm
 Black:
 ERD = 22 Aug 1918 LRD = 20 Mar 1919
 Blue:
 ERD = 20 Mar 1919 LRD = 20 May 1919

BSC-11

No time above date.

Diameter: c. 25 mm
ERD = 11 Apr 1919 (blue)



Diameters: c. 28 and 17 mm
ERD = 4 Sep 1958 LRD = 4 Jun 1963



BSC-12

Time above date. Distance between final 'E' of 'BELIZE' and 'S' of 'HONDURAS' = c. 8 mm. Recorded in purple for 12 February 1925.

Diameter: c. 26 mm
ERD = 19 Jun 1919 LRD = 14 Apr 1932

BSC-13

Distance between 'E' and 'S' = c. 5 mm. Recorded in violet in 1943.

Diameter: c. 25.5 mm
ERD = 14 Jan 1932 LRD = 25 Jul 1962



BDC-4

Length of arc on the left = c. 6.5 mm. London proof dated 5 June 1962.

Diameters: c. 28 and 17 mm
ERD = 30 Jan 1971 LRD = 13 Sep 1971

BDC-5

Closer lettering. Arcs of uneven length — i.e., c. 3 mm on the left and c. 6 mm on the right.

Diameters: c. 28 and 17 mm
ERD = 9 Mar 1964 LRD = 21 Aug 1972



BSC-14

Distance between 'E' and 'S' = c. 7.5 mm

Diameter: c. 28 mm
ERD = 2 May 1947 LRD = 7 Nov 1949

BDC-2

Length of arcs: c. 7 mm
Diameters: c. 28 and 17 mm
ERD = 16 Feb 1951 LRD = 15 Jun 1957

BDC-6

Distance between 'BELIZE' and 'CITY' = c. 5 mm.

Diameters: c. 27.5 and 17 mm
ERD = 4 Mar 1964 LRD = 9 Oct 1973



BDC-7

Distance between 'BELIZE' and 'CITY' = c. 3.5 mm. Recorded in red in 1967.

Diameters: c. 27 and 17 mm
ERD = 21 Feb 1964 LRD = 18 Oct 1973

BDC-3

Length of arc on the left = c. 8 mm. London proof dated 5 April 1957.

Readers who can provide additional details — unreported marks, date extensions, varieties, etc. — are invited to contact the author at 459 Columbus Avenue, Suite #266, New York, NY 10024.

Waterlogged Mails

by ROBERT V. SWARBRICK

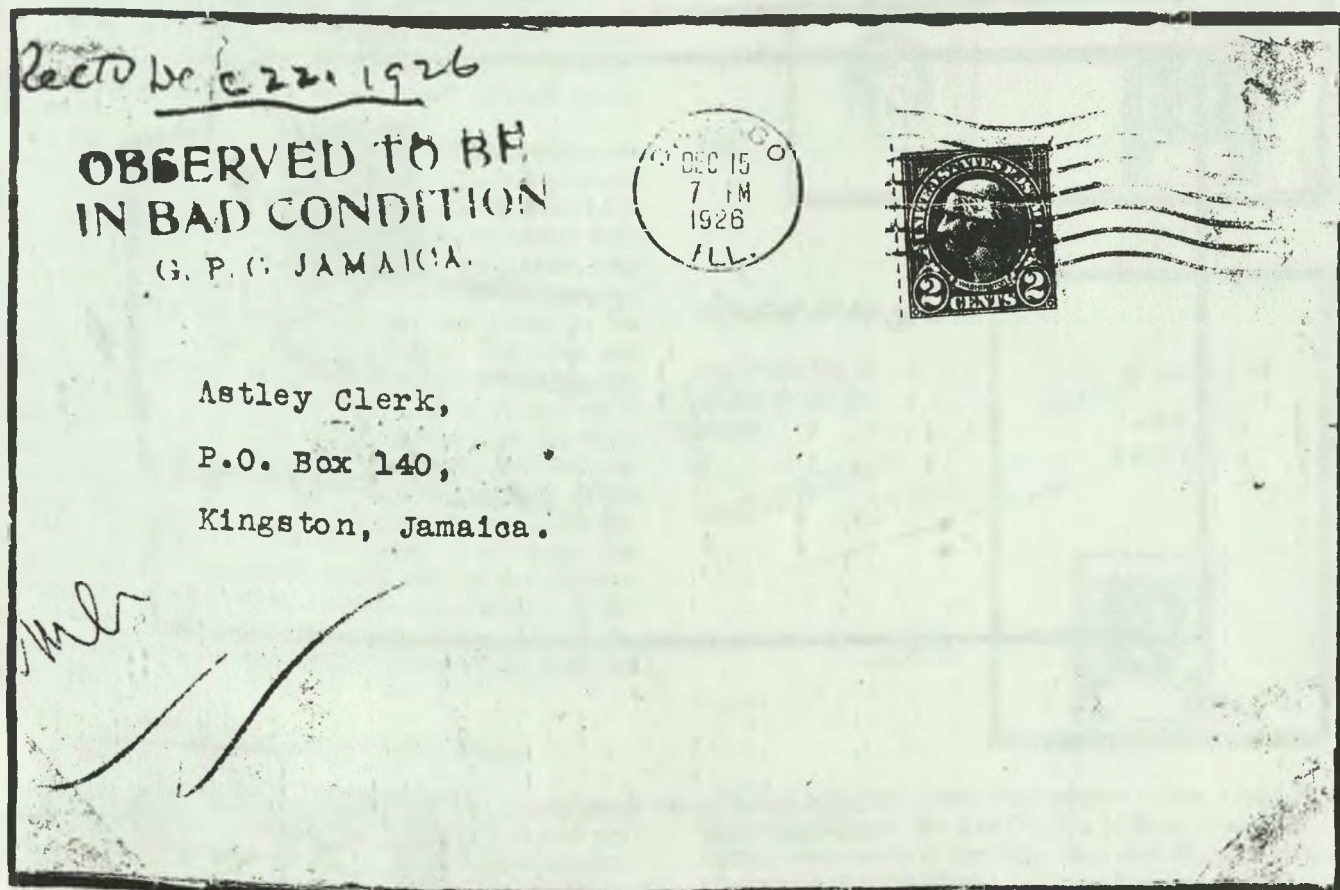
The photo on the cover of the journal shows the s.s. *Canadian Navigation* on fire off Bermuda in December 1926, while the cover below, addressed to Astley Clerk (a well-known Jamaican philatelist of the time) from Chicago on 15th December of that year and apparently received at Kingston on the 22nd, bears an "OBSERVED TO BE / IN BAD CONDITION / G.P.O. JAMAICA" handstamp. Is it possible that the two are related?

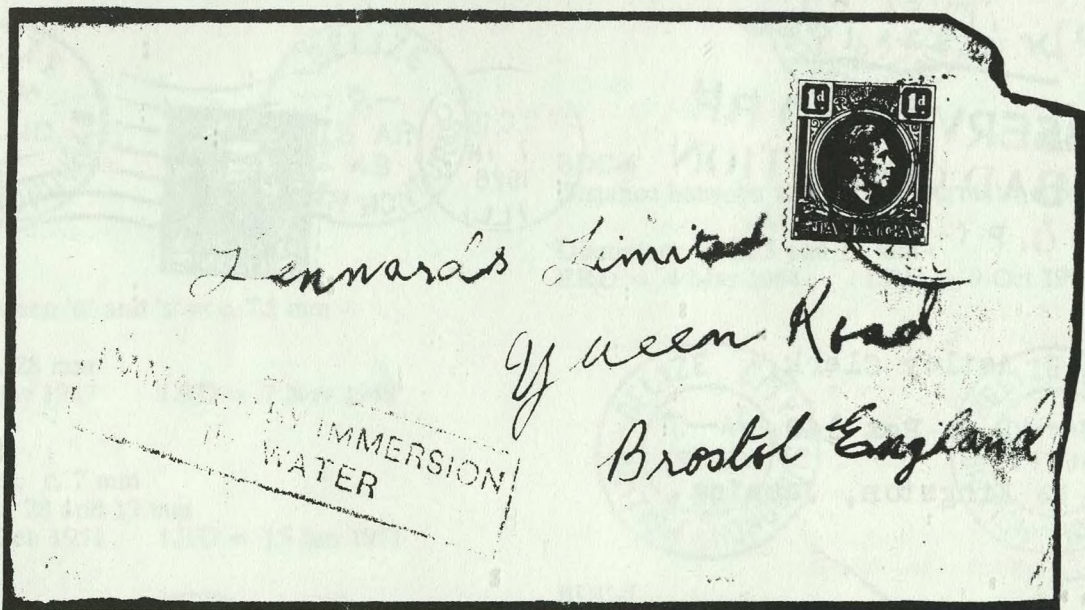
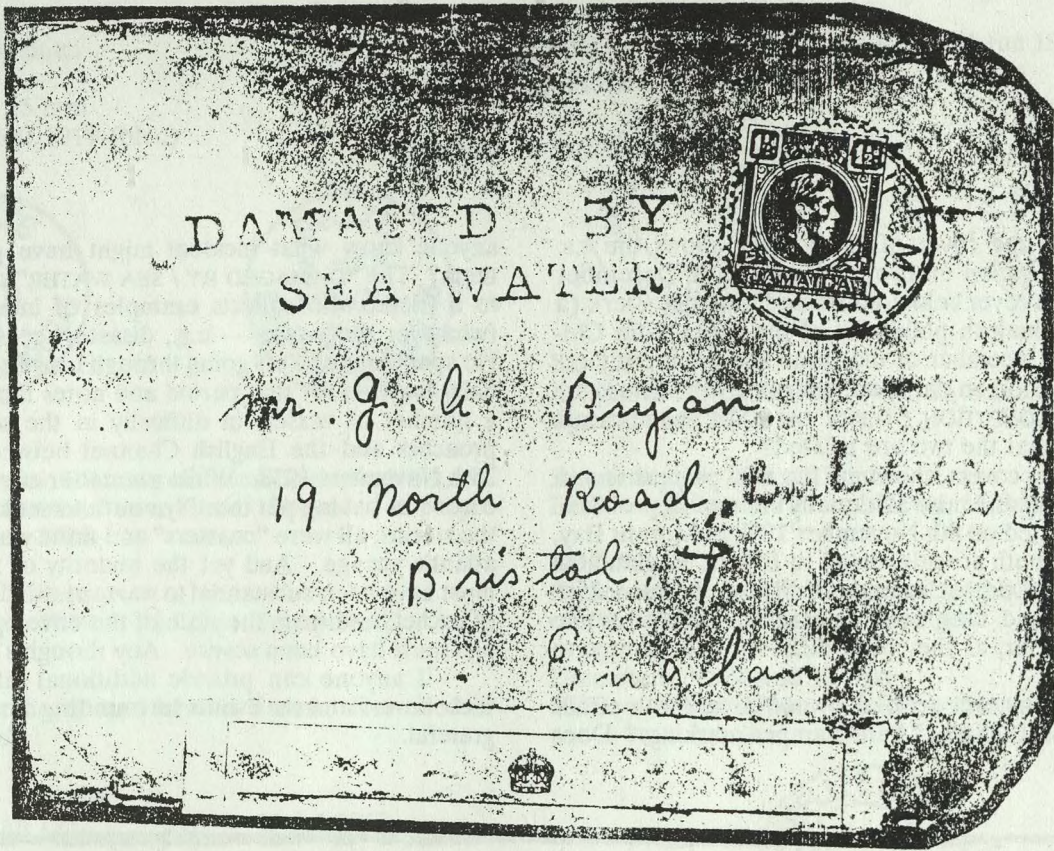
Two other covers, shown on the next page, share an interesting story and raise an equally interesting problem. Both were posted on 8th November 1938 at Morant Bay, Jamaica, and both are addressed to Bristol, England; as well, both received backstamps of Plymouth dated 25th November. And both have apparently suffered some damage by water, as they bear different handstamps to that effect.

Has anyone ever seen or owned covers with either of these "DAMAGED BY..." handstamped markings? Does

anyone know what incident might have given rise to them? The "DAMAGED BY / SEA WATER" cover belongs to a friend who collects examples of interrupted mail (whatever the cause — e.g., disaster, censorship, etc.). He spent many hours going through Lloyd's Weekly Casualty Reports for that period and notes that they record a number of vessels in difficulty in the southwest approaches and the English Channel between 22nd and 25th November 1938. While a number of vessels are recorded as having put into Plymouth to seek shelter from the storms, all were "coasters" and none were on a transatlantic voyage. And yet the quantity of mail affected must have been substantial to warrant two different types of cachet; and from the state of the envelopes, the damage must have been severe. Any thoughts?

If anyone can provide additional information on these covers and the events surrounding them, I would be grateful.





Label found on the back of the lower cover

The Postmaster
much regrets that
this packet has
been accidentally
damaged/delayed
in the post.

Seawater
by

(Initials)

Date Stamp



Leeward Islands — Part VIII

by MICHAEL N. OLIVER

[Two errors crept into Part VII, published in the March issue. On page 11, the total number of sheets printed in July 1916 should read 2,031 (not 1,131), and the total number of sheets for that denomination should read 12,849 (not 11,949).]

8.1 1936-37, A Difficult Time

8.1.1 King George V died on 20th January 1936, at which time his elder son, the Prince of Wales, became King Edward VIII. The new King abdicated on 10th December of the same year, before any colonial stamps bearing his portrait were issued.

8.1.2 A new key-type design by De La Rue, intended both to serve as the Coronation stamps for the postage rates and extended later into full definitive issues, had been printed for Leeward Islands (see also 6.2.7). Under Requisition 850/1, an entry in the Colonial Stamp Book for 5th November 1936 states:

"Pro-rata charge for dies and plates (3 duties) - £58/10/0d
 (Red) 1d Postage Stamps — qty ordered 204,000
 (Brown) 1½d " " " " 188,400
 (Blue) 2½d1 " " " " 180,000

Delivered 120 set + 416 specimens each duty."

Presumably, these had been despatched to the colony before the King abdicated; immediately after, all stamps, dies and plates, and most proofs, were ordered to be destroyed.

8.1.3 The Duke of York, Edward's younger brother, ascended to the throne as King George VI. The coronation date for Edward VIII, already fixed for 12th May 1937, was kept for the new King. This left barely four months to engrave a design, make dies and plates, and print some 30 million stamps. De La Rue's design was chosen, based on the King's wish for one similar to his father's Jubilee stamps of New Zealand. The work was to be shared between De La Rue, Bradbury Wilkinson, and Waterlows. Harrisons were excluded, as they were heavily committed with the new British stamps. Because of the urgency, De La Rue were given permission to employ an engraver who produced the King's head at his home in Edinburgh. The Queen's head and border design were engraved at Bunhill Row. The stamps for places such as the Falkland Islands and Fiji were printed first because of the long transit times for delivery. A few colonies were unable to issue on 12th May, with St. Helena and Ascension, printed by De La Rue, being only one week late.

8.2 The King George VI Key Plates

8.2.1 Not until the Coronation issue was nearly completed could De La Rue turn their attention to new definitives. Only Leeward Islands and Mauritius retained the Universal Postage & Revenue type, for which the only change was the new King's head facing right.

8.2.2 The head die was approved on 24th April, and the master die proof on 25th October 1937; Key Plates 1 and 2 were struck from this in 120-forme a few days

later. Why almost a year passed and King George V stamps continued to be printed is quite inexplicable, with the pressing need to regain the standing of the monarchy and Imperial allegiance to it for an unprepared King following the abdication crisis.

8.2.3 Although the new Straits Settlements and large Nyasaland types were printed and issued in 1937, it was not until 13th June 1938 that De La Rue received Requisition 894/1 from the Crown Agents for a set of 11 duties and postage stationery for Leeward Islands. The stamps were printed from Key Plate No. 1, packed on 1st November, and placed on sale throughout the colony on 25th November 1938. There were 408 of each duty perforated 'SPECIMEN' (Marcus type D20) upright.

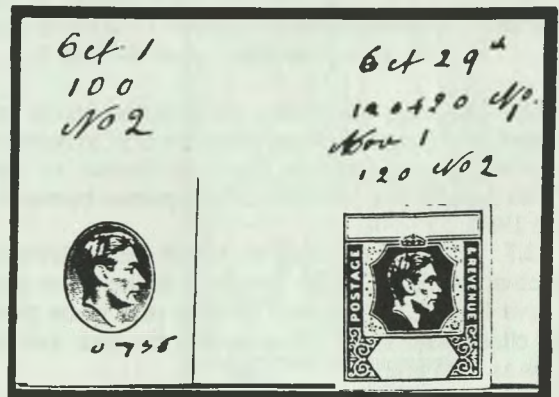
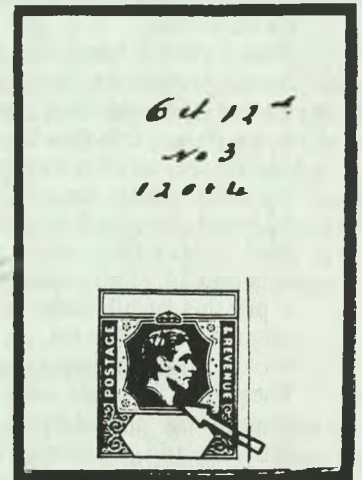


Figure 1

Key Plate No. 2
of Straits Settlements



8.2.4 Three key plates were made — Nos. 1 and 2 in October 1937, and No. 3 in October 1939 or 1940. Plates 1 and 2 were made at the same time (see Figure 1) with 12 spare leads from Plate 1. Any leads replaced on Plate 2 will have been those from Plate 1.

8.2.5 The plate number is present only in the N.W. and S.E. corners, and all three plates were made and printed in 120-forme. Table 1 gives the plate number used for

each requisition, together with the quantities printed in sheets of 120.

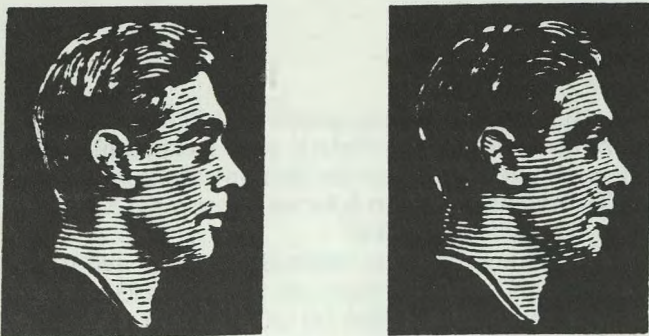


Figure 2

In Plate 1 (left), lines end clear of profile; there is a white patch on the cheek; and there are many white flecks in the hair. In Plate 2 (right), lines extend close to profile; there is no white patch; and there are fewer flecks. In Plate 3 (not shown), profiles lines are similar to those in Plate 1, and the hair is similar to that in Plate 2.

8.2.6 The main differences are between Plates 1 and 2, as shown in Figure 2. Plate 3 has the profile lines similar to Plate 1, and flecks in the hair similar to Plate 2. Plates 2 and 3 can be difficult to separate between 1942 and 1947.

8.2.7 There are examples which defy identification when not verified by the presence of the plate number. I have Plate 2 copies with the hair and white patch on the cheek, and Plate 3 copies with the hair and profile lines as for Plate 2.

8.2.8 *Flaws* — There are only three that are constant, and two others occur on only one duty.

Ka — Plate 1 (2/1L), bent top left outer frame; present on all duties.

Kb — Plate 1 (9/3L), break and nick in left side of name frame; present on all duties.

Kc — Plate 1 (6/6 and 8/6R), break(s) in top right of name frame; this flaw has only been seen on the 1d, the second duty printed after the 2½d.

Kd — Plate 2 (10/5R), dents in upper left outer frame. Halward says this flaw is present from November 1942 to May 1944 but only occurs on the ¼d, 2d, 2½d and 3d. This cannot be correct, as there was a printing of all duties in August 1943. I have only seen it on the ¼d, 2d, 6d and 1s — the latter two on printings from the original duty plate only. Therefore, it would seem the flaw can only be present on the August and November 1942 printings and should also be on the ½d, 1d, 2½d and 3d. Only the ¼d, 2d, 6d and 1s are included in the catalogue listings.

Ke — Plate 2 (position unknown), small dents in the top outer and bottom name frames; only recorded on the ¼d, which was the last duty to be printed under Requisition 965/1, when the key plate was re-issued a week after return to print the 3d, ½d and ¼d.



Ka



Kb



Kc



Kd



Ke

8.3 The Duty Plates

8.3.1 The period of most doubt concerning the usage of the duty plates now arises, involving the ¼d, 2d, 1s and 2s. Table 2 in Part VI (see the September 1991 issue, p. 129) shows what I think is the history of usage of the duty plates. It is most improbable — and, from the recorded flaws, impossible — that any of the 60-set plates were retained for printing the George VI issue. There is no firm evidence, but I think new 120-set plates were made for the ¼d, 2d and 1s in 1938.

8.3.2 As I have said previously, there is little archive data on new duty plates from the mid-1920s. I think the most probable sequence of events concerning the duty plates in doubt is as follows:

¼d — The original 60-set plate, in use since 1909, after almost 30,000 impressions was renewed in 120-set for the first printing. The Plate 28 George V printings show it to be in worn condition and without marginal rule, whereas in November 1938 the lettering is fine and sharp, and there is a marginal rule. A proof of the new plate is recorded by Saunders as dated 15th September 1938. The duty plate was issued for printing on 30th September. I cannot envisage any logical reason why De La Rue, having made a new 120-set plate, would have used the old 60-set when being paid to halve their duty-plate printing costs.

2d and 1s — Whilst the 2d flaw *a* is present in 1923 and 1938, the sheet position of the former is not known — and, I think, not the same as in 1938. There is no record of new plates being made for either duty. The last previous printing of the 2d was in 1923, and of the 1s in 1936. It is possible a new 120-set 2d plate was made about 1924, similarly to the 5s, and not used until

1938. There are, however, two prominent flaws in 1938 on the 1s (*a* and *b*) which, so far as is known, do not occur on the Plate 28 George V printing or on the other pane of the 1938 printing. There is no evidence, but I think the 2d and 1s plates were renewed in 120-set for the 1938 printing. That they have no marginal rule — whereas the ¼d does — raises a valid question against my supposition. General minor damage producing many flaws may have occurred when the Works were destroyed or, more probably, during transportation to other printers or whilst in their charge. Both plates showed serious deterioration in 1942 and were replaced in 1943, presumably as soon as De La Rue were back in a position to do so.

2s — This was also a “current” duty, the last printing in 1925 after only 584 impressions. From the characteristics of the name and value tablet, I think the original 120-set plate was retained, and a new marginal rule added for the 1938 printing.

8.3.3 I have found no reliable evidence of who printed what, following the destruction of Bunhill Row on 29th December 1940. Bradbury Wilkinson are said to have printed Requisition 953/1, or part of it. Other firms with no previous experience of security printing and, moreover, De La Rue’s rather antiquated key- and duty-plate surface-printing methods were also employed.

8.3.4 It is thought that De La Rue printed Requisition 960/1 and all subsequent printings, but they were not in a position to repair or replace plates until 1943.

8.3.5 The following exchange of letters between the Chief Inspector of the Crown Agents and De La Rue throws no light on the matter:

Letter dated 5th October 1943, from the Crown Agents to De La Rue at Hurstmead, Lewes Road, Haywards Heath, Sussex:

“Would you please inform me why the overprint plate made for the 2d Leeward Islands stamp was not given a number in view of the understanding given by you on 18/1/39 and referred to in your letters of 3rd and 24th December 1941. I shall be glad if you will arrange for this plate to be given the number ‘2.’”

He then goes on to suggest the duty plate number be positioned under the corner stamps so as not to clash with the key plate number. On 15th November, De La Rue replied, apologising, but then went on to say: “This is the first plate since the ruling of 1941 and as no previous record exists of surface plates being made the Works have asked for information of number and position.” The letter from the Crown Agents seemed quite clear on this point, and De La Rue’s reply, possibly due to the loss of earlier correspondence, seemed quite uninformed.

8.3.6 The new 2d and 1s plates first used for printing Requisition 984/1 in April 1944 were the only ones to be numbered with ‘2’ positioned above and below the corner stamps, as illustrated in Figure 3. Both plates also had the marginal rule.

8.3.7 A proof of the new 1d plate is dated 17th October 1938, hence it was made before the ruling of 18th January 1939 and had no number throughout its life. It was first used in July 1940 and is easily recognised by the wider top of the ‘1’ and the presence of the marginal

rule. The reference to Dies A and B in the Gibbons catalogue is misleading: it was a new duty plate — the only one that can be visually identified on a single stamp.

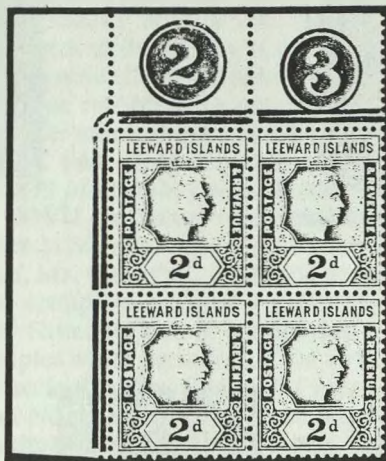


Figure 3

8.3.8 New duty plates were obviously under discussion in 1941. Could this have been concerning the 2d and 1s, which the Crown Agents wanted renewing but De La Rue were not then able to do? Or could it be that De La Rue were requesting authorisation from the Crown Agents for the cost of their replacement on account of damage caused beyond their control? More visits to the British Library are needed to find out if this can be resolved.

8.4 Duty-Plate Flaws

8.4.1 These are not only numerous, but some vary with progressive wear or damage to the plate and there are some striking random flaws. It is very difficult to decide where to start and stop. My listing incorporates much from Halward’s article in the *West-End Philatelist* of November-December 1956. Whilst his diagrams tend to exaggerate most flaws, I have included six which I have not seen (marked by an asterisk in the diagrams) because I think they warrant inclusion.

8.4.2 Figure 4 illustrates random flaws about which I shall be pleased to hear if some can be added to the listings as constant flaws.

Figure 4



1942 'LEE' in outline



1942 Smudged name



1942 Top of value tablet badly damaged



1944 'LEC'



1944 'A' of 'LEEWARD' almost missing



1949 First 'L' almost missing



1949 Scratch through 'SLA'



1949 'LEEWAPD'



1942 Purple smear through stamps



1949 Gashes in cheek and face

8.4.3 For a duty-plate shift to qualify as a flaw, it must overprint the key-plate impression. There are a few which do not quite meet this requirement.

8.4.4 The following letter indicates that De La Rue were returning to their normal standards of production. It is dated 23rd February 1943 and addressed to Mr McKay, Inspector of Stamps at Gracechurch Street, London:

"We notice on p. 86 of Philately Magazine of 12.2.43 a Mr. Priestley writes that the new printing of 2½d (Reqn. 49/250 St. Kitts) has a small 'w' half the size of the other letters. It is perfect but there is not enough space between the 'e' and 'a' for a correct size 'w' and asks if anyone can tell him the position on the sheet."

They go on to request if they can see the plate. A manuscript note in the margin of the letter says "broken letter." De La Rue wrote again on 15th March to say the plate had been inspected and the 'w' repaired.

8.4.5 This flaw has not been recorded elsewhere and from the two sheets I have there is no sign of it or of a repair. I shall be pleased to hear from any member who can provide information on this.

8.5 Hand-Painted Repairs

8.5.1 Some flaws were "repaired" by hand-painted retouching, producing varied visual results in shape and colour. A seemingly costly and laborious approach possibly explained by wartime difficulties, it was, however, employed on stamps of other colonies as late as 1952.

8.5.2 Flaws known to have been repaired in this way are: 1½d - a; 6d - b; 2d - b; 5s - a; 2d - j. I have also seen the 1s (SG 110b) with the lower left scroll below 'POSTAGE' retouched by hand — the only example of this method known to have been employed on a key plate.

8.6 Aids to Identification of Printings

8.6.1 The ½d, 1½d and 2½d have only very minor changes in colour shade and quality of impression, and they are difficult to separate into the periods (see 8.6.8 below) without the presence of the plate number.

8.6.2 The general deterioration in quality was not, as one would expect, in 1941 but was most evident in 1942-43, with a marked improvement in 1944.

8.6.3 Detailed listings have been published by Halward, Potter and Sheldon, and Saunders and Boyle,

in which they attempt to describe every printing, as did *Gibbons Stamp Weekly* at the time — not only a daunting but an impossible task. Portions of some printings for most duties were retained by the Crown Agents — some for London dealers and some held in reserve for despatch to the colony at later dates or as part of subsequent requisitions. Unlike the previous reign, when De La Rue recorded the quantities sent to London dealers of each requisition from 1921, the totals printed of these issues were despatched to the Crown Agents and the record of how they were distributed is not complete.

8.6.4 I purchased the reference collections of the late Messrs Saunders and Durnin, and also one by an American, Mr. Churchill. Needless to say, assignment of similar stamps to particular printings differ between them. Mr Saunders has, in my opinion, misidentified some examples which presumably are translated into his descriptions in the King George VI Collectors Group Study Paper No. 10. These reference collections comprise almost entirely single stamps. Excepting Saunders, the other collections and detailed listings did not have the benefit of the information given in Table 1.

Table 1 - King George VI Printings

Reqn	Date Ptd	KP	½d	1½d	2d	2½d	3d	6d	1s	2s	5s		
894/1	Aug 38	1	1200	2195	2195	2773	773	2196	537	500	491	383	260
917/1	Mar 39	2	750										
948/1	Jul 40	2		100*									
953/1	Jul 41	3	250	101	245	101							
960/1	Feb 42	3	478	206	249	207	249	103	256	99	202	100	
963/1	Jun 42	2			1220	323		189	198				
965/1	Seb 42	2	8353	2012	740	550	752	1025	344	344			
976/1	Aug 43	2	1038	514	421	762	515	210	262	332	259	251	255
976/1	Aug 43	1		48*	96*	(Recs only)							
984/1	Apr 44	2	1025	1037	1982	504	1961	967	1016	1116	1101	570	591
1006/1	Jul 45	2		925									
1046/1	Jul 46	3		1623									
1080/1	Jul 47	3		1018		225		245	434	205	255		
1083/1	Aug 47	3	927										
1117/3	Aug 48	3		250	500	500	500	500					
1117/2	Aug 48	3		500									
TOTALS			-	6113	11564	4746	5197	4728	3841	-	-	-	-
New Colours													
1117/1	Oct 48	3		4450	5516	2262	2015	1509	1501	1127	650	568	
1148/2	Mar 49	3	4500	1025	545	1022	1042	1000	1025	1134			
1170/1	Seb 49	3			3000			525	525	520			
1248/1	Jun 51	3				1050	1090	1000		250			
1265/1	Jun 51	3			1018	525			849	525	575	479	262
1297/1	Jun 52	3			6046								
1321	Dec 52	3							498				
TOTALS			18521	5475	16125	3809	4107	4124	4900	6818	4275	2606	1368
No. of Printings			9	9	19	8	12	10	12	12	10	7	4

8.6.5 My reference collection is made up predominantly of plate-number examples and because of this, I would like to think the detailed listings have the advantage of being nearer to correct than those published to date.

8.6.6 The 6d, 1s and 2s printings from Plate 3 in 1942 are quite scarce stamps and can only be positively identified with the plate number present. The 1s duty (SG 110-110e) can readily be identified from single plate-number copies.

110 – Key Plate 1, single marginal rule

110a – Key Plate 3, single marginal rule

110b, c & d – Key Plate 2, single marginal rule, each with distinct colour shades

110e – Key Plate 3, double marginal rule, or No. 2 with double marginal rule (see Figure 3).

A similar sequence exists for the 2d:

Key Plates 1, 2 and 3, single marginal rule

2/2 and 3/2, double marginal rule.

8.6.7 Of the other duties, the 1d with 19 printings and the 6d with 12 are the most difficult to separate, both being dependent upon subjective colour-shade descriptions.

8.6.8 The printings can broadly be divided into six periods, each having differences in either plate number, quality of impression, colour, gum or paper. Quality of impression falls into three categories:

F = fine, sharp impression, deep rich colour;

N = generally clear impression, medium to weak colours;

B = poor to blurred or mottled impression, medium to deep colour.

1938 Key Plate 1 F
The first printing, on smooth thickish chalk-surfaced paper and heavy creamy gum which tones easily, except for the 1/4d.

1941-42 Key Plate 3 N
Medium matt paper and thinner white gum with little tendency to tone.

1942-43 Key Plate 2 B/N
Roughish thin white paper, particularly on the 1/4d to 3d, thin white gum, with watermark not easily visible.

1944 Key Plate 2 N
Thin white paper, white to off-white transparent gum, clear watermark and duty impression tending to emboss on the back.

1947-48 Key Plate 3 N
Smoother, thinnish white paper, improved quality of impression compared with 1944, and white gum.

1948-52 Key Plate 3 N/F
(1/2d to 3d colours changed); thick shiny chalk-surfaced paper and thick off-white waxy gum.

The 1/4d and 1d (coils only) from Key Plate 2 in 1939-40, the 1d (coils only) from Key Plate 1 in 1943, and Key Plates 2 and 3 in 1945-46 are not included in the above.

8.6.9 With practice, the foregoing should enable the reader to identify most catalogue listings with confidence.

8.7 Catalogue Listings

8.7.1 As before, I have retained the Stanley Gibbons whole numbers for general identification. Colour shades

are referred to, the first printing of which specimens form a benchmark, provided they are not toned.

8.7.2 Table 1 gives the dates packed for the reasons stated in 8.6.3. However, the generally accepted dates of issue are given in the listings, which are:

Requisition 960/1: March 1942

963/1: August 1942

965/1: November 1942

976/1: October 1943

984/1: May 1944

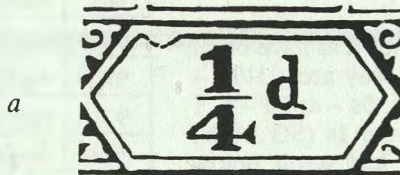
1080/1: September 1947

1117/1: July 1949.

The date given is that of the first printing or the earliest known. The number in brackets is the key plate, followed by the quality of impression (see 8.6.8). Key plate flaws (K) are lettered as shown in their diagrams (see 8.2.5). Duty-plate flaws are lettered per duty as shown in the diagrams, with the sheet position in brackets. A "C" after the colour indicates chalk-surfaced paper. Between 1942 and 1947, the 6d to 5s had inferior and patchy surfacing which may not respond to the silver test, and they are listed as being on ordinary paper.

8.7.3 As with all colours, any gum toning and exposure to direct sunlight will produce a change in colour shade.

- 95 1/4d brown, November 1938 (1), NF
Ka - bent frame (2/1L)
Kb - break in name tablet (9/3L)
- 95a pale brown, 1939 (2 & 3), N
- 95b reddish brown, September 1942 (2), N
Kd - dents in side frame (10/5R)
Kc - dents in top tablet frame (—)
- 95c deepish brown, C, July 1949 (3), F
a - dent in value tablet (6/1L), 1949



Comments: SG 95c can be mistaken for SG 95, particularly as the latter does not suffer from gum toning; SG 95b, comprising three printings, has slight variations in shade; each has a distinct reddish tone compared with the dull flat brown of 1938.

- 96 1/4d green, November 1938 (1, 2 & 3), N
Ka - bent frame
Kb - break in name tablet
a - sliced 'N' (2/2L), all printings
b - 'ISIA' (1/2R), 1942-44
c - break in tablet tint (7/1R), 1942-47
d - first 'L' damaged (3/6L), 1944-49



- 97 slate-grey, C, July 1949 (3), NF
a - as above
d - as above



c



d

- 97a olive-grey & brownish grey, C, July 1949 (3), NF
a - as above
d - as above

Comments: There are minor variations in shade, the 1942 printings tending to a paler, slightly bluish green, and the 1944 printing to a deeper green.

- 98 1d rose-red, November 1938 (1), F

- Ka* - bent frame
Kb - break in name tablet
Kc - break(s) in name frame (6/6 and 8/6R)
a - short upright to 'N' and break in tint (7/6R), 1938
b - damaged 'w' (8/3R), 1938



a



b



c

- 99 scarlet, 1940 (2), N, new duty plate
 99a rose-scarlet, 1941 (3), N
 99b deep carmine-red, August 1942 (2), BN
 99c deep scarlet-rose, May 1944 (2), N
c - flattened 'D ISL' (1/2L), 1944-48
 99d pale scarlet, September 1947 (3), NF
c - as above
d - first 'L' infilled (4/2R), 1947
e - 'D I' damaged at bottom (7/3L), 1947-49;
 dent in tablet, 1947-50



d



e



f

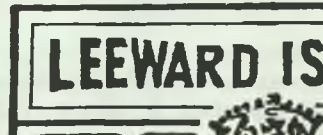
- 99e pale rose-red, 1948 (3), N
c - as above
e - as above
 100 bluish green, July 1949 (3), F
e - as above
f - broken first 'L' (6/1L), 1949

- 100a deepish green, 1951 (3), F
Comments: SG 99 is included because the colour shade is different to the other Plate 2 printings, even though no plate-number examples exist. SG 99a comprises two printings which although they have different shades are both quite different in tone to the later Plate 3 printings. The 1943 printing from Plate 1 in reels only is very similar to SG 99d and can only be identified by a joined coil pair. Flaw *b*, I have discovered since writing Part VII, is also present on the Plate 26 and 28 printings of the King George V issue.

- 101 1½d chestnut, November 1938 (1, 2 & 3), FN
Ka - bent frame
Kb - break in name tablet
a - bent first 'L' (1/1L), March 1942 only
 102 orange & black, C, July 1949 (3), F
b - squashed 'ARD' (1/2L), July 1949 only
 102a yellow-orange & black, C, 1951 (3), F
c - broken 'AR' (6/3R), 1951



a



b



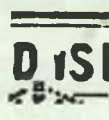
c

Comments: Flaw *a* — of which there can only be 207 copies — includes examples in which the upright of the 'L' is bent, squashed and raised, producing a fine deep-coloured line with the remainder of the 'L' printed normally. This was probably an early state of the flaw. Later, only the raised fine line printed and it was retouched by hand-painting.

- 103 2d slate-grey, November 1938 (1 & 3), N
Ka - bent frame
Kb - break in name tablet
a - bent first 'L' (3/4L), from 1938



a



b



c

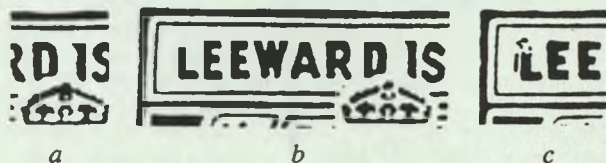


d

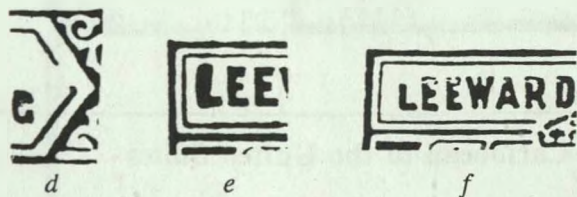
- 103a pale olive-grey, August 1942 (2), NB
b - short 'I' (9/2R)
c - 'LEF.' (4/6L)
d - long 'I' (4/4L)
e - tall first 'L' (5/1R)
f - broken base of second 'E' (10/4L)
g - broken top of second 'E' (1/1R)
h - small 'd' of '2d' (9/4R)
i - break in tablet (3/4L)
j - dent in tablet (10/6R)
 103b deep olive-grey, November 1942 (2), N

- 109c dull purple & bright red-purple, C, September 1947 (3), NF
a - as above
b - as above
d - bent first 'L' (1/1L), September 1947, repaired by 1950
- 109d dull purple & mauve, C, July 1949 (3), FN
a - as above
b - as above
d - as above
- 109e dull purple & dull purple, C, October 1949? (3), F
- 109f reddish purple & claret, C, 1951 (3), F
Comments Flaw *a* has an extended top bar to the 'E' after repair to the March 1949 printing. Flaw *b* is said to have been repaired by September 1949. Flaw *c*, although only recorded in 1944, may have continued until the general repairs in 1949-50.

- 110 1s greyish black & black, C, November 1938 (1), F
Ka - bent frame
Kb - break in name tablet
a - damaged 'D I' (9/6R), 1938
b - short 'L' and damaged 'D' (1/6R), 1938
c - damaged first 'L' (1/3R?), 1938 only?



- 110a black & black, March 1942 (3), N
d - break in value tablet (2/6R), 1942 (Plate 3)
- 110b pale grey-black & jet, August 1942 (2), B
Kd, e - enlarged first 'L' (10/5R), August 1942
- 110c black & brownish grey, November 1942 (2), B
Kd, e - as above
f - short first 'L' and damaged letters (—), November 1942
h - (see comments)



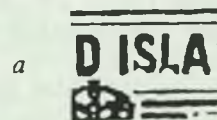
- 110d grey-black & black, October 1943 (2), N
f - as above
g - scratch through name (a clear break through most of the letters; not shown)



- 110e black & black, May 1944 (2 & 3). NF, new duty plate
i - dark line at top of 'N' of 'ONE' (10/6R), 1944?

Comments All printings are on green paper. An olive back is due to chemical reaction from storage in the colony. SG 110e is on chalky paper from 1949. Flaw *h* is only present on SG 110c; it may be accentuated by the generally faint impression; the tops of some letters are incomplete on more than one stamp. Some have a very short first 'L' and others have a short 'I'.

- 111 2s deep purple & ultramarine, C, November 1938 (1), F
Ka - bent frame
Kb - break in name tablet
- 111a red-purple & blue, March 1942 (2 & 3), NB
a - damaged 'SL' (1/5R), 1942-47

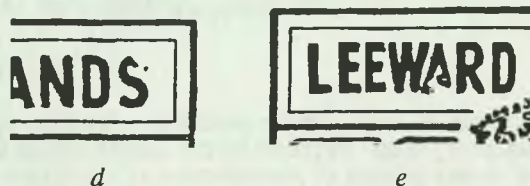


- 111b deep purple & blue, C, September 1947 (3), FN
Comments All printings are on blue paper. SG 111a from Plate 2 is prone to a mottled appearance.

- 112 5s yellow-green & scarlet, C, November 1938 (1), F
Ka - bent frame
Kb - break in name tablet
a - broken value tablet (3/5L), 1938 only
b - short 'I' (1/1L), 1938 only
c - damaged second 'E' (—), 1938-43



- 112a deep yellow-green & red, October 1943 (2), B
c - as above
d - broken final 'S' (—), 1943 only
e - damaged 'A' (—), 1943-44



- 112b pale yellow-green & deep red, 1951 (3), N
Comments All printings are on yellow paper. The flaws on SG 112 are all quite rare, a maximum of 260 possible of each, with SG 112a recorded as having some retouched by hand-painting.

8.8 Other Items

8.8.1 The latest known hand-painted essay by De La Rue was in 1945 for a proposed 8d duty (Figure 5). It is believed this was for the new ¼ oz. airmail letter rate to the USA. The key plate is clearly No. 1 printed in a very pale dull turquoise-green with the duty plate hand-painted in crimson, presumably the intended colours. It is cancelled “Not approved/V.S./23.X.45”.

8.8.2 In Volume 18 of the Colonial Stamp Books there is an entry dated 21st July 1938: “Impressions in black of new issue of Leeward Islands postage and revenue on 250 leaves, size 9½ x 6,” with a note in red ink: “Stamps from C.I.S. [Colonial Inspector of Stamps] Submit proof.” They were packed on 14th November. Requisitions 889/1 to 4 as above were dated 18th May for Virgin Islands, Montserrat, St. Kitts-Nevis and Dominica, and 3rd June for Antigua. I have never seen a copy of these black prints for any of the Presidencies, yet with 250 of each printed it is remarkable that none seems to have found its way onto the philatelic market.

8.8.3 In common with, I think, all colonies — and certainly all BWI colonies — presentation folders were produced for the 1947 UPU Conference. They comprise a stiff folder, 8½" x 6", in deep blue with, for Leeward Islands, a mint copy of each duty from ¼d to 10s and the Victory issue stuck on the inside, with a card opposite in

French: “With the compliments of the Secretary of State for the Colonies on the occasion of the 12th Universal Postal Congress, Paris 1947.” The number produced was presumably one per member — about 120 at that time — for they are rarely seen.

8.8.4 On 1st January 1951, the currency changed to 100¢ = \$1 BWI, corresponding to the then current rate of exchange with the U.S. dollar of £1 = \$4.80. With the exception of the BWI University stamps, issued also in 13 other colonies on 16th February 1951, it was three years later before the new currency was introduced on postage stamps, when the Queen Elizabeth issue was placed on sale on 22nd February 1954. The same applied to Antigua, the seat of government, whilst the other Presidencies, no doubt taking advantage of extra income from philatelic sales, issued new pictorial definitives in 1951 and 1952. In 1938, De La Rue printed the Montserrat and St. Kitts-Nevis issues, and Harrisons the Virgin Islands issues. For the decimal issues, De La Rue gained Virgin Islands but lost Montserrat to Bradbury Wilkinson, and the newly formed Presidency of St. Christopher-Nevis-Anguilla to Waterlow & Sons. De La Rue’s decline in stamp printing was continuing.

8.8.5 King George VI died on 6th February 1952, when his elder daughter became Queen Elizabeth II. The stamps bearing his head were invalidated on 1st July 1956, when the colony of Leeward Islands was dissolved.

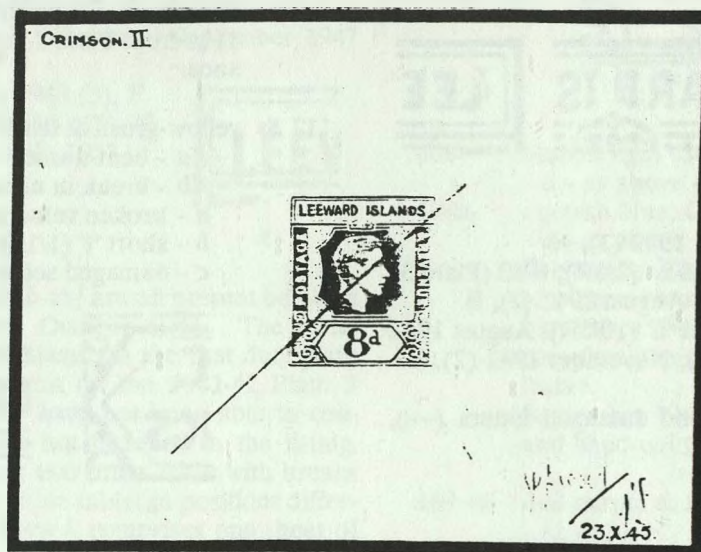


Figure 5

The “Retaliatory Rate” of 1848 from the Caribbean to the United States

by M. H. LUDINGTON

Collectors of transatlantic covers are familiar with the “retaliatory rates” imposed by the United States on prepaid letters carried by the steamers of the Cunard Line between July and December 1848 from the United Kingdom to America. Twenty-five voyages by the Cunard steamers were affected — 12 to Boston and 13 to New York. Letters carried on these vessels were easily identified by the postage due charged on them — 24¢ per half-ounce for the ocean transportation, plus the current inland postage (5¢ under or 10¢ over 300 miles) — all this

in addition to the 1s per half-ounce paid to the British Post Office by the sender.

It is not so well known that the “retaliatory rate” was also applied to prepaid letters carried by the Royal Mail Steam Packet Co. to the United States. At this time, their steamers called at two places in the United States: 1) at Cat Island or Ship Island for New Orleans in both directions on their main line route between England and Mexico via Bermuda and Havana; and 2) at New York on an extension, since only May 1848, of their

San Juan, P.R.—St. Thomas—Bermuda route.

The total length of the voyage of the monthly Mexico steamers took approximately 11½ weeks, from the 2nd of the month to about the 22nd of the second month later. The first call for New Orleans, westbound, was supposed to be on about the first day of the second month, and eastbound about three weeks later. On the steamer's arrival at Bermuda, homeward bound, every other steamer would be transferred to the New York—San Juan route for two complete round trips before returning from Bermuda to Southampton.

In *United States Incoming Steamship Mail, 1847-1875*, Theron Wierenga illustrates and describes two "retaliatory rate" covers. The first, from Vera Cruz to New York, was carried on the *Severn* to New Orleans, where it arrived on 21 August and was charged 34¢ (24¢ + 10¢). The other, from Trinidad to New York, was carried by an unknown R.M.S.P. steamer to St. Thomas, where it was transferred to the *Severn*, which arrived at New York on 9 September, a Saturday, so the letter was not delivered until Monday. Being addressed to the port of entry, the letter was only charged 24¢ for the ocean postage.

Another cover has recently been found, this one a double-rate letter from Barbados to Philadelphia, inscribed 'Postage Paid to New York'. Barbados had no crowned-circle handstamp until November 1849, but the rate paid, 2s, is in red crayon on the front and the 'BARBADOES' handstamp of NO 22 1848 is on the back. Carried by an unknown R.M.S.P. steamer to St. Thomas, it was transferred to the *Forth*, which sailed on 2 December and, after calling briefly at Bermuda on the 6th, arrived in New York on the 11th. NEW YORK SHIP DEC 11 is in red on the front and '58' in blue ink manuscript indicates the 24¢ + 5¢ x 2 due on delivery. There is no Philadelphia arrival datestamp. As far as is known, this is the first recorded multiple "retaliatory rate" letter from the Caribbean.

In the following list of the Mexico steamers, in most

cases the dates of their calls for New Orleans, unfortunately, are only approximate. They stayed only a few hours.

<i>Great Western</i>	westbound	c.	3 July 1848
	eastbound	c.	24 July
<i>Severn</i>	westbound		31 July
	eastbound		21 August
<i>Trent</i>	westbound	c.	30 August
	eastbound	c.	20 September
<i>Forth</i>	westbound	c.	30 September
	eastbound	c.	21 October
<i>Great Western</i>	westbound	c.	3 November
	eastbound	c.	25 November
<i>Teviot</i>	westbound		7 December
	eastbound	c.	28 December.

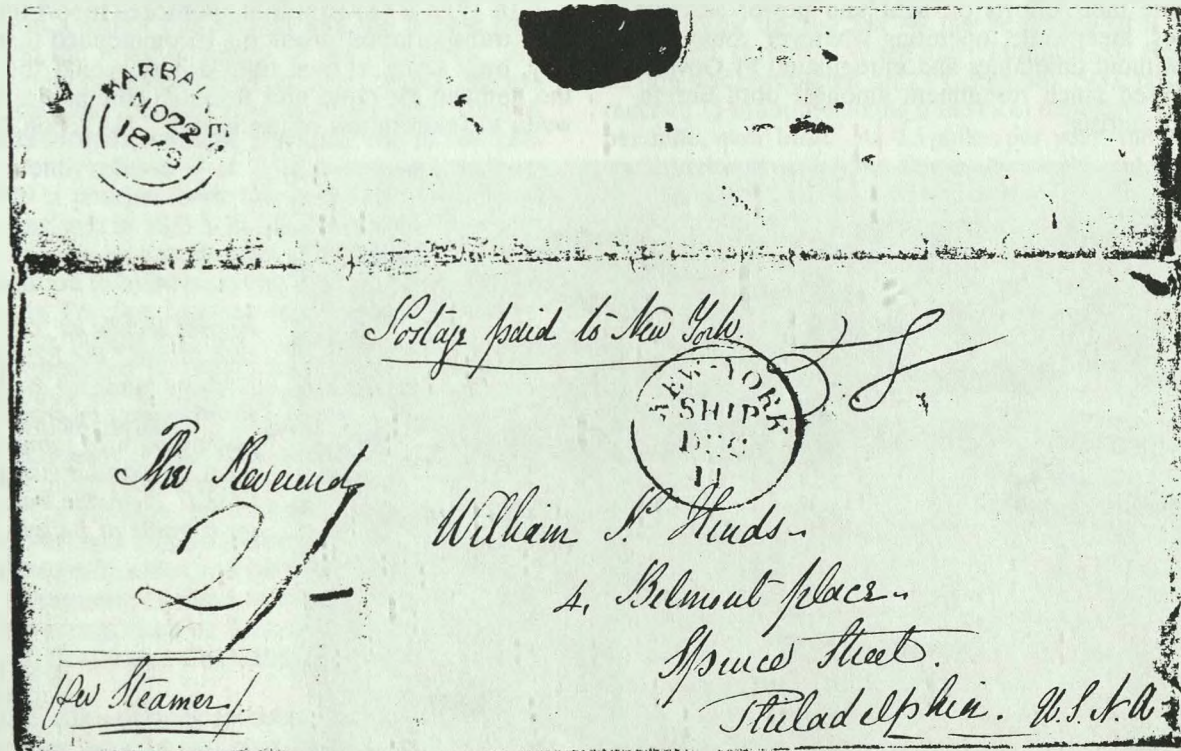
The list of New York steamers and their dates of call are both complete.

<i>Trent</i> arrived at New York	12 Jul	sailed	13 Jul
" " "	10 Aug	sailed	12 Aug*
<i>Severn</i> " " "	9 Sep	sailed	12 Sep
" " "	12 Oct	sailed	13 Oct
<i>Forth</i> " " "	12 Nov	sailed	13 Nov
" " "	11 Dec	sailed	13 Dec.

Thus in the case of the steamers calling at New Orleans, only six voyages with mails from England, Bermuda, the Bahamas, Cuba and the other Caribbean islands were involved, and six with mails from Mexico. Similarly, in the case of the steamers calling at New York, only six voyages were involved. Compared to the large amount of mail carried directly across the Atlantic by Cunard, the amount of mail carried to the United States by steamers of the R.M.S.P. was extremely small.

If any other collectors have "retaliatory rate" letters carried by the R.M.S.P., I hope they will report them to the journal.

* Owing to engine trouble, *Teviot* returned to England and *Trent* sailed to St. Thomas and on to Havana and Mexico in her place, instead of proceeding to England as planned.



The Bermuda Railway

by HORST AUGUSTINOVIC

Getting about Bermuda has always been somewhat of a problem, due mainly to the extremely elongated geography of the many coral islands that are collectively known as "the Bermudas." Although most visitors are told that Bermuda consists of 365 islands, a careful study of the survey maps will show that there are some 120 islands and rocks that have their own designation. The largest of these are now joined by bridges and a causeway.

With public transportation limited to a few ferries plying their trade between the islands, and horse-drawn carriages providing a rather uncomfortable and unreliable service along the narrow and twisting roads, Bermuda's land transportation problems were the cause of many debates during the late 19th century.

In 1875, keeping the islands' defences and other military considerations in mind, the Governor, Major-General John Henry Lefroy, asked London to provide a light railway for Bermuda. Although this project was eventually abandoned because the causeway was considered too narrow and flimsy to accommodate the tracks, other forms of technology were not rejected out of hand: in 1866, the first military telegraph was constructed; the Bermuda Telephone Company was formed in 1888; and the Bermuda-Halifax cable was inaugurated three years later.

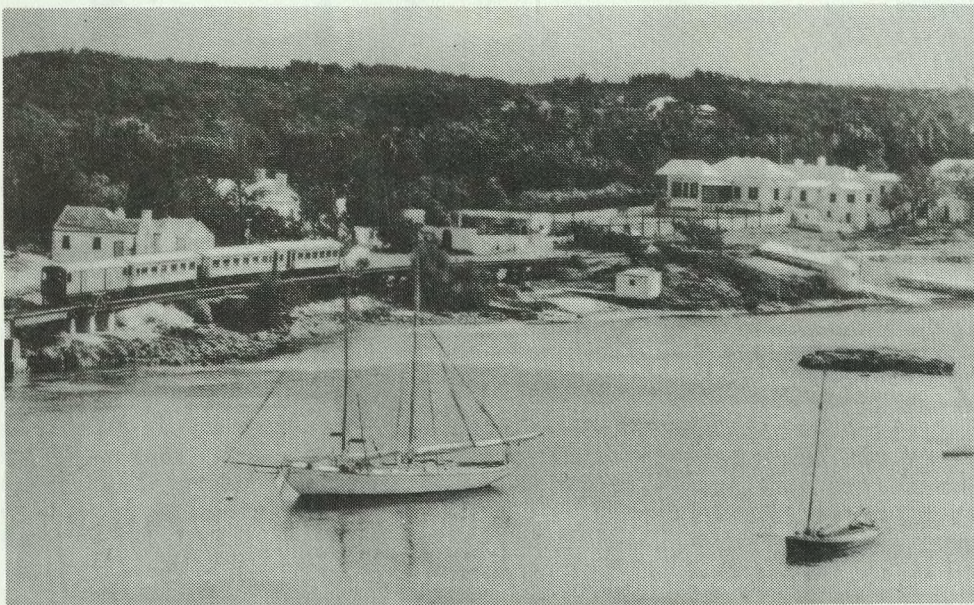
By 1904 the Bermuda Electric Light, Power and Traction Company, Limited was formed and granted a concession to provide not only electric power, but also a transportation system. At the same time a number of buses appeared on the colony's roads and the Bermuda Electric Light, Power and Traction Company decided to concentrate their efforts on light and power services. The buses, meanwhile, operating whatever route they wished, without timetables and unregulated by Government, caused much resentment amongst both Bermudians and tourists.

Several petitions were soon presented to the Legislature, urging the prohibition of all automobiles. One of these petitions, presented by 112 American guests of the Princess and Hamilton Hotels, drafted by Woodrow Wilson and signed by Mark Twain, undoubtedly carried much weight. Two months later, the 1908 Motor Car Act temporarily ended the career of the automobile, and Bermudians and tourists alike had to again rely on horse carriages, bicycles, and their own feet for transportation.

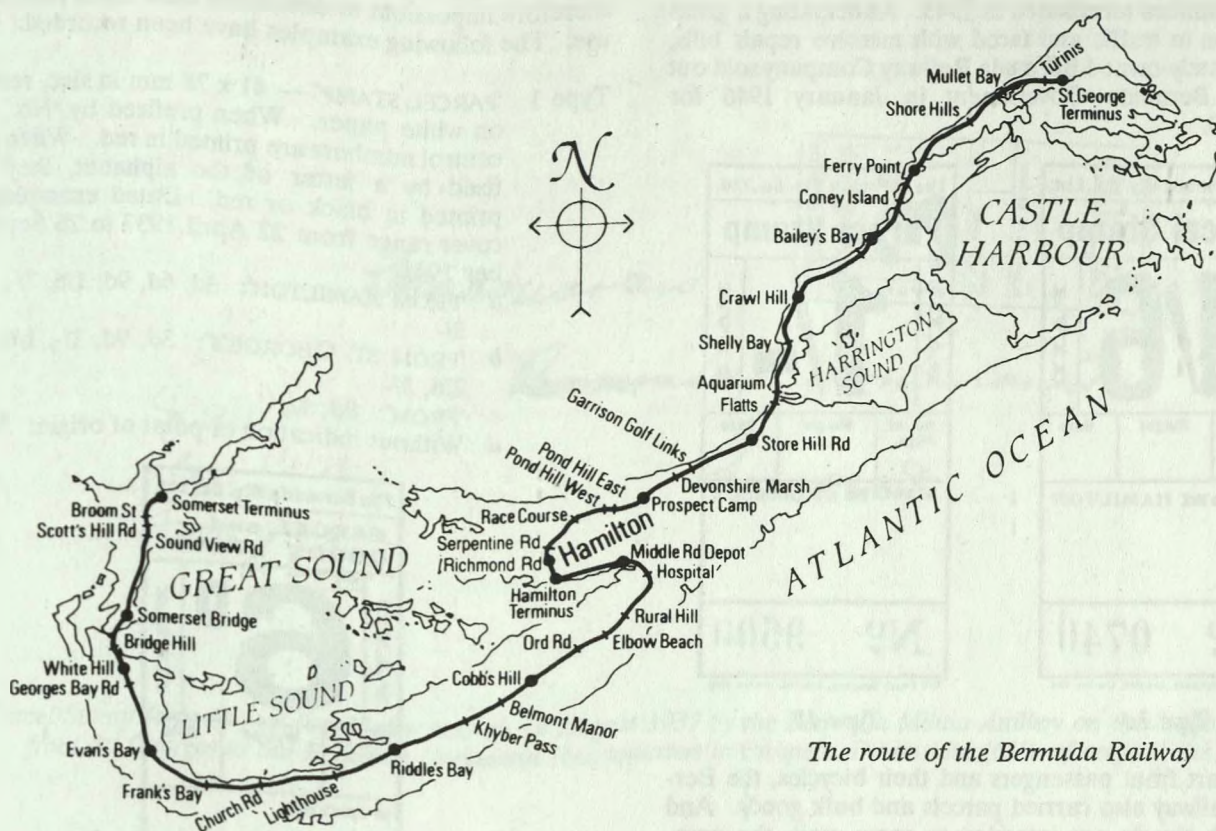
Against the backdrop of banned buses and the introduction of electricity, the Bermuda Trolley Company made its appearance in 1910. Proposing an electrified tramway system that would link Hamilton to both St. George's and Ireland Island, the scheme was devised by Canadian railway mogul Sir William Mackenzie and American engineer Fred Stark Pearson. At a cost of £200,000, the system was to basically follow the existing roads, which were to be widened, thereby minimizing the impact on land holdings. A 50-year franchise was sought, as were "the necessary powers compulsorily to acquire land adjoining the public roads in these Islands."

Opposition to the proposed trolley system was swift. Arguing that the technology was inappropriate for Bermuda, spoiling the quiet life which drew tourists to the island; that road widening would spoil the landscape; that the project lacked economic sense and would result in land speculation; and above all against the "audacity" of a company organized in Quebec calling itself a Bermuda company, the opponents soon defeated the proposal. A petition to reintroduce motor buses was defeated at the same time.

In 1912, a Government-sponsored report on the inland transportation problems recommended that a railway, built along its own right-of-way, would "best serve the demand for rapid and frequent communication between the extremities of the island." No action followed



Known locally as "Old Rattle and Shake," the Bermuda Railway made up for any shortcomings by providing its passengers with some of the most spectacular vistas of the island. Here, the train is seen on a trestle at Bailey's Bay.



The route of the Bermuda Railway

this report until 1924, when a proposal was finally made to build such a railway. By then there were some 1,000 carriages and 7,000 bicycles on Bermuda's roads. The population was about 32,000.

Opponents of the scheme promptly submitted a proposal to form a motor bus system and the debate centered around the relative merits of both schemes. Although a variety of vehicles such as ambulances, fire engines, tractors, and mobile stone crushers were allowed on Bermuda's roads, various petitions for motor cars were consistently refused — in 1928 a petition from doctors, in 1929 a petition from the Post Office to import four mail vans, and in 1931 a petition from the Governor to import and use an automobile.

The petition to build a railway was finally approved, and Bermuda Traction Limited was formed. After untold delays in purchasing land for right-of-ways, construction commenced in 1926. Difficulties were immediately encountered because of the rolling contour of Bermuda, which required a high ratio of cutting and filling, the hardness of the rock underlying the surface soil, and the many road and water crossings that had to be spanned. In all, some 10% of the track was spanned with 22 steel bridges and 34 timber trestles. Because of the unexpected difficulties and increased costs, Bermuda Railways Investment, Limited was formed in 1930, and the company reorganized as Bermuda Railway Limited, with Balfour, Beatty and Co. taking over the building of the railway.

The 22.5 miles of track formed a single line, divided into 15 sections, with 14 two-lane loop stations allowing "up trains" to pass "down trains," and 44 scheduled

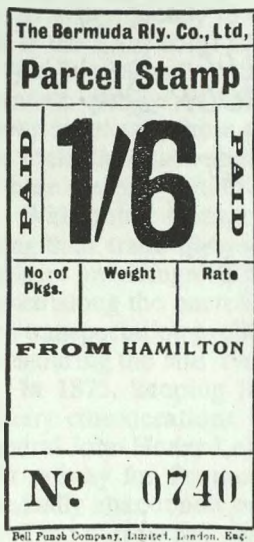
stops. The Hamilton-Somerset section was completed first, the maiden voyage taking place on Hallowe'en in 1931, when 150 local dignitaries, including the Governor, boarded the train in Hamilton for a trip to Somerset. On an upgrade, the train stalled and half the passengers had to walk up the hill — the beginning of a rather checkered career! When the Hamilton-St. George's section was completed on 23 December 1931, costs had reached £1 million, making it the most expensive railway, per mile, ever built. At 2.5 miles per year, the rate of construction was also the slowest ever achieved.

The Drewry passenger cars were of a light construction, resembling street cars rather than railway coaches. There were two types: gasoline-driven motor units accommodating 42 passengers; and trailers, which were more comfortable than the motor units. Normally, trains consisted of one motor unit and one trailer, with more trailers added if necessary. Between three and six trains daily on each route were considered "statutory" trains, operating on a fixed fare structure, while other trains, put on additionally, operated at higher fares.

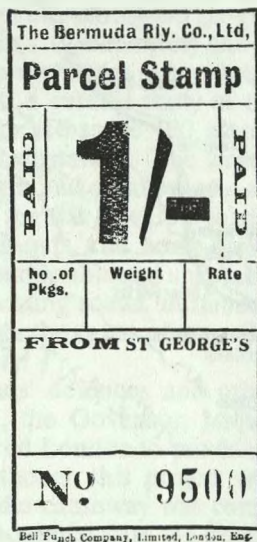
During World War II, Bermuda's railway was heavily used for both passenger and material transport, especially during the building of the U.S. Naval Base. During 1945 alone, 1,600,000 passengers travelled on the railway — the peak usage of the system — and still the company did not show a profit. Without proper maintenance and replacement of rolling stock, concern soon mounted as to the safety of the entire system, especially the wooden trestle bridges, which were showing signs of rot.

While the restricted use of motor vehicles by the various armed forces was permitted during the war, many

Bermudians pressed for the general use of motor cars once hostilities terminated in 1945. Anticipating a great reduction in traffic and faced with massive repair bills, the privately-owned Bermuda Railway Company sold out to the Bermuda Government in January 1946 for £115,000.



Type 1a

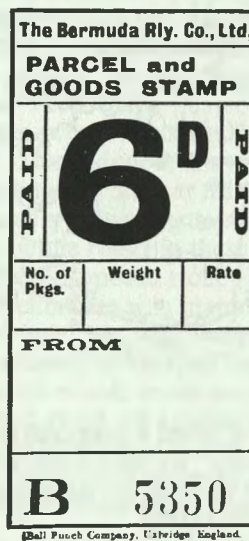


Type 1b

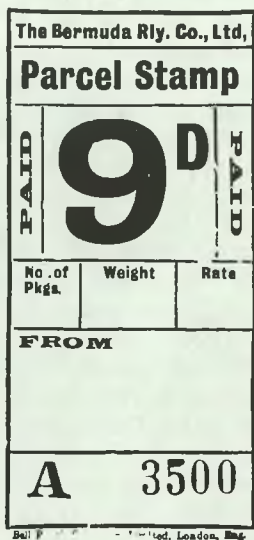
Apart from passengers and their bicycles, the Bermuda railway also carried parcels and bulk goods. And although clearly not intended to carry mail, the occasional urgent letter was sent by train. Whereas the rate for local postage was 1d during the first years of the railway, the minimum charge for items sent by train was 3d for up to 6 miles; 4d for up to 12 miles; 5d for up to 18 miles; and 6d for items that were sent over 18 miles. However, with only one exception it would seem, from the few examples that have survived, that letters were carried for 3d, regardless of the distance involved.

England. Unfortunately, few of them are dated and it is therefore impossible to determine their exact periods of use. The following examples have been recorded:

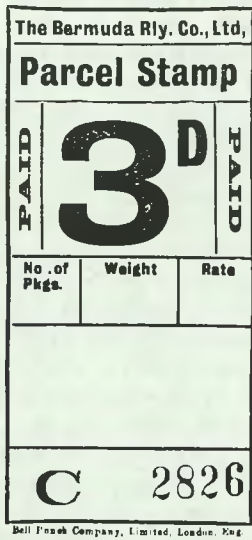
- Type 1 'PARCEL STAMP' — 41 x 78 mm in size, red ink on white paper. When prefixed by 'No.', the control numbers are printed in red. When prefixed by a letter of the alphabet, they are printed in black or red. Dated examples on cover range from 22 April 1937 to 26 September 1941.
- a 'FROM HAMILTON': 3d, 6d, 9d, 1/6, 2/-, 2/6, 3/-
 - b 'FROM ST. GEORGE'S': 3d, 9d, 1/-, 1/6, 2/-, 2/6, 3/-
 - c 'FROM': 9d, 1/-
 - d Without indication of point of origin: 3d



Type 2



Type 1c



Type 1d

Several types of parcel stamps are known, probably all produced by the Bell Punch Company of London,

The Bermuda Rly. Co. Ltd.
PARCEL STAMP

C 1373
9d Paid

The Company will not be liable for loss, damage or delay, however caused, to any article, except on production of this counterfoil, which also acts as a receipt.

The Bermuda Rly. Co. Ltd.

PARCEL STAMP
From HAMILTON

9d PAID
C 1373

Bell Punch Company, London, Eng.

Type 3a

The Bermuda Rly. Co. Ltd.
PARCEL STAMP

B 9700
6d Paid

The Company will not be liable for loss, damage or delay, however caused, to any article, except on production of this counterfoil, which also acts as a receipt.

The Bermuda Rly. Co. Ltd.

PARCEL STAMP
From ST. GEORGES

6d PAID
B 9700

Bell Punch Company, London, Eng.

Type 3b

Type 2 'PARCEL and / GOODS STAMP' — size and ink colors as Type 1. Dated examples on cover range from April 1937 to 17 November 1947; 3d and 6d values are known, all of them im-

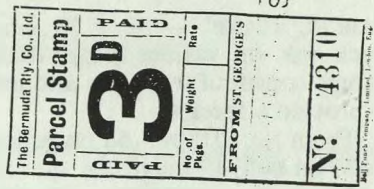
15

Headquarters

Bermuda Command

Prospect

8 am 14/8/37
Sent 11/13/37
From B.M.A.
St George



3d Parcel Stamp (type 1b) on local letter sent on 14 August 1937 by the Bermuda Militia Artillery on the 8 a.m. train from St. Georges to the Bermuda Command Headquarters in Prospect, Devonshire (68% of original size).

Via Bermuda Ry
St George - to
Hamilton

VIA AIR to USA

The Bermuda Ry. Co., Ltd.		
PARCEL and GOODS STAMP		
PAID	3^D	PAID
No. of Pkgs.	Weight	Rate
FROM		
B 4220		
© Bell Parcel Company, Cambridge England.		

LARRY NIXON
42 W 56
NEW YORK N.Y. 19
USA.

3d Parcel and Goods Stamp (type 2) on a letter sent on 17 November 1947 by train from St. Georges to Hamilton and by air to New York. The dismantling of the railway began six weeks later.

printed 'FROM'. With one exception, all known used examples are on covers sent from the West India Oil Company Bulk Fuel Oil Station in St. George's to the company headquarters in Hamilton.

Type 3 'PARCEL STAMP' — 32 x 72 mm, printed in black ink on various paper colors. These stamps consist of two parts and are perforated to provide a receipt.

- a 'From HAMILTON': 6d on yellow and straw, 9d on buff, 1/- on green
- b 'From ST. GEORGES': 3d on red, 6d on straw

Type 4 'Parcel, Goods, etc., Stamp' — size and ink color as Type 3.

- a No indication of point of origin: 3d on white, 6d on pink
- b Similar to type 4a; only the lower portion of this stamp is known on an undated cover to St. George's, tied with a blue crayon mark. The typestyle is different and there is no printers' imprint on this stamp, which is printed in black ink on white paper.

B. R. Co. Ltd.
Parcel, Goods, etc., Stamp

I 0951
6d Paid

The Company will not be liable for loss, damage or delay, however caused, to any article, except on production of this counterfoil, which also acts as a receipt.

B. R. Co. Ltd.
Parcel, Goods, etc., Stamp

6^d PAID
I 0951

Bell Branch Company, London, Eng.

Type 4a

B. R. Co. Ltd.
Parcel, Goods, etc., Stamp

3^d Paid
No. A9150

Type 4b
(stub only)

[Note: As a result of a reclassification, the type numbers shown above differ from those in my 1987 article for *Bermuda Post*, cited in the list of references.]

During 1947 the passenger count fell to 662,000; rather than spend the estimated \$850,000 on repairs, the Government decided to sell the Bermuda railway — lock, stock and barrel — for BW\$414,000, to the Government of British Guiana. On 31 December 1947, the last train left for Somerset and dismantling began. Eight months later, the Bermuda railway, having carried 14 million passengers in its 17-year history, sailed for British Guiana, where it continued to operate between Georgetown and New Amsterdam.

Meanwhile, Bermuda fell under the spell of the motor car and despite the assurances of the proponents of private cars that they would never number more than 500, there are now almost 19,000 private cars on Bermuda's 20.5 square miles. And as the population has increased to 58,000, the total number of vehicles, including motorized cycles, has reached 46,000! All that is left of the Bermuda railway are 21 miles of scenic right-of-way, reminding us of the "good old days."

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Personal Mention

The current president and two of our past presidents — Jay Fredrick, Mark Swetland and Ed Addiss — have had to spend some time in the hospital in recent months. All three are now in better health again, and we wish them well.

Gale Raymond (another past president and our roving reporter) has returned from Cambodia, where he was part of a three-month United Nations Ceasefire Truce Team overseeing the transition from a state of war to a

state of peace in that country. Gale is no stranger to southeast Asia, having previously served in Laos. His mission this time involved disarmament and resettlement programs, among others.

In Ben Ramkissoon's report on PHILANIPPON in the December issue, there was a reference to a Andrew Halewood (Tokyo). Please note that Mr Halewood's first name is Nicholas and that he lives in Ashiya, located over 400 miles southwest of Tokyo.

Cayman Islands Postal Markings: Update No. 2

by THOMAS E. GIRALDI

The first update to the book authored by Peter McCann and myself (published in 1989 by Triad Publications) appeared in the December 1991 issue of the journal. The corresponding page numbers from that book are shown for easy reference. We extend our thanks to Sylvia Neill, of the Cayman Islands G.P.O. in Georgetown, and Pat and Mel Feiner, of Classic Philatelics, for the new information provided.

Official Markings (Chapter 5)

Additions to Type 3C2a (p. 59):

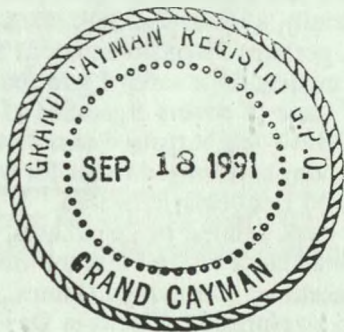
EXPRESS MAIL SERVICE / CAYMAN ISLANDS



ERD: 18 Sep 1991; current [1991]

GRAND CAYMAN REGISTRY G.P.O. / GRAND CAYMAN

[Note: the innermost ring is a circle of dots rather than a solid line.]



ERD: 18 Sep 1991; current [1991]

Instructional Markings (Chapter 7)

The following are new instructional markings recorded from the G.P.O. at Georgetown. They are assigned numbers under the appropriate type category, in the order in which the latter appear in the book.

MAIL DAMAGED (pp. 89-90)

Type 6

RECEIVED IN A DOUBTFUL CONDITION

ERD: 18 Sep 1991; current [1991]
67 mm
Purple

Type 7

**RECEIVED IN A DAMAGED CONDITION
AT G.P.O. GRAND CAYMAN**

ERD: 18 Sep 1991; current [1991]
55 and 44 mm
Purple

UNCLAIMED (pp. 90-91)

Type 6

**UNCLAIMED
RETURNED TO SENDER**

ERD: 18 Sep 1991; current [1991]
26 and 35 mm
Purple

RETURNED FOR BETTER ADDRESS (p. 91)

Type 4

RETURNED FOR BETTER ADDRESS

ERD: 18 Sep 1991; current [1991]
60 mm
Purple

Type 5

RETURNED FOR BETTER ADDRESS

ERD: 18 Sep 1991; current [1991]
67 mm
Purple

RECEIVED OPENED (p. 95)

Type 4

**RECEIVED OPENED AT G.P.O.
GRAND CAYMAN**

ERD: 18 Sep 1991; current [1991]
46 and 26 mm
Purple

Miscellaneous Markings (pp. 96-98)

Type 14

**RECEIVED AT G.P.O. GRAND CAYMAN
WITHOUT CONTENTS**

ERD: 18 Sep 1991; current [1991]
61 and 32 mm
Purple

Type 15

**INSERTED AS RENDERED - FOR
POSTMASTER GENERAL**

Sign.....

ERD: 18 Sep 1991; current [1991]
50, 36 and 48 mm
Black

Readers are invited to send me information about any new mark they may discover.

Aerogrammes (pp. 140-142)

Two unrecorded aerogrammes have been brought to our attention by Pat and Mel Feiner, of Classic Philatelics (the current owners of the Higgins & Gage catalogue of postal stationery). These aerogrammes, believed to have been issued about November 1983, have the same indicium designs as those which were released in February 1981 and October 1983, but their dimensions are somewhat different.

10¢ Issued about November 1983 (H&G F17); indicium similar to SG517
multicolored on blue paper
210 x 100 mm
quantity sent: unknown

15¢ Issued about November 1983 (H&G F18); indicium similar to SG518
multicolored on blue paper
210 x 100 mm
quantity sent: unknown

We now have information on the quantities of the two aerogrammes released in April 1989 and described in the December 1991 journal: 6,000 copies of the 10¢ and 8,000 copies of the 15¢ were sent to the Caymans from the printers in England. Note also that as a result of the new discoveries mentioned above, the Higgins & Gage numbers for those two aerogrammes have been changed to FG19 and FG20.

Guyana: "Those Aren't for Collectors!"

by JACK HARWOOD

In 1989 and again in 1990, I visited Guyana on one-week business trips. Each time, I tried to use my limited free time for philatelic pursuits.

My first full day in Georgetown in March 1989, I found myself waiting for a car and driver to pick me up. As the main post office was only four or five blocks from my hotel, I left instructions as to my whereabouts and walked to the GPO. Inside the large wood-paneled main lobby, I found long counters along two walls, with perhaps 20 wickets altogether. But only one was manned, and a queue of 30 or 40 people waited patiently. It was a warm tropical day, and a single, slowly rotating ceiling fan provide the only relief from the heat. I joined the queue and examined the rest of my surroundings. I soon noted a small sign over a doorway in one corner which read "Philatelic Bureau."

Risking my place in line (as eight or 10 others had joined in behind me), I decided to take a look. Expecting to find it closed or unmanned, I was pleasantly surprised to find a clerk, and no one waiting. In the small room, there were two dusty glass-topped cases displaying sheets of the latest new issues, perhaps 10 or 15 different. In addition to the philatelic window, there was a second

window with a few people waiting to post express mail.

The friendly, helpful philatelic clerk showed me his entire stock, perhaps 30 or 40 issues, as he emptied the shelves of a modest floor safe. I selected what I wanted for use on a stack of covers I planned to post from various places. But I was surprised to note that there were none of the many surcharged issues for which Guyana is well known and frequently criticized.

As the clerk totaled my purchases, I realized that the express mail clerk at the adjacent window was working from a sheet of surcharged stamps, the \$10 on \$2 Flower issue, overprinted "Caricom Day / 1988." (Four \$10 stamps equalled the \$40 express mail rate, equivalent to about US\$1 at the time.) This was a stamp I had not been offered, so I asked why. The reply was both interesting and amusing: "Oh, those aren't for collectors. They're for postage."

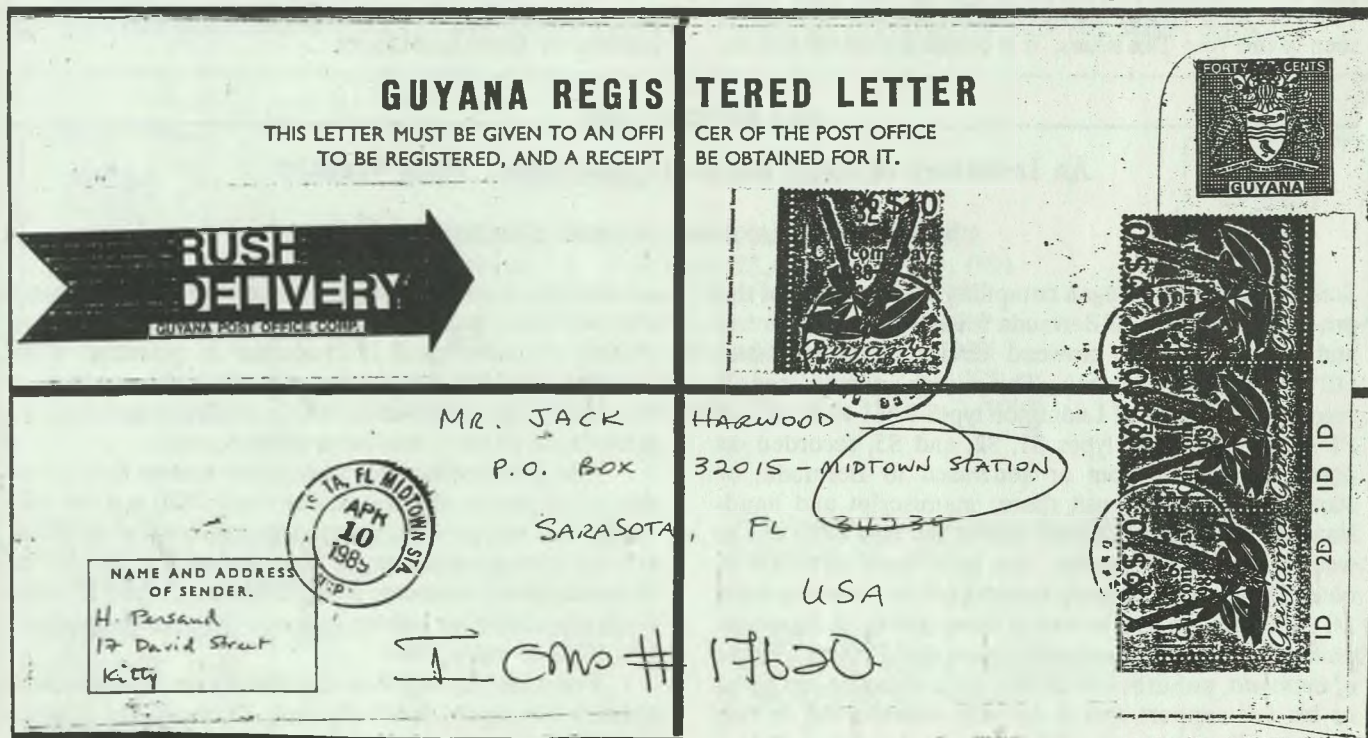
Having completed my transaction at the philatelic window, I promptly moved to the express mail window, where I posted an express letter to myself. Close examination of the four \$10 surcharges reveals that each is slightly different in spacing, etc. It should be possible to plate the entire sheet based solely on the surcharges.

To put this into perspective, the economic situation in Guyana at that time must be considered. Hard currency was (and still is) in short supply, and imports were limited to absolute essentials. For example, petroleum, used to operate the country's power plants, was in such short supply that electricity was available only a few hours each day. This was a problem for me, as I use an electric razor. I was in Georgetown for three days before the electricity was operating at a time convenient for me to shave.

The printing of "new" postage stamps was one of the things curtailed by lack of hard currency. And any new stamps had to be sold to philatelists. Postage stamps for use by the general public were a different matter. The authorities realized that large stocks of stamps from previous years existed. Presuming that the philatelic market had already absorbed its quota of them, these remainders were resurrected, locally surcharged to meet current rates, and placed on sale for "postage."

A visit to the Mackenzie post office provided a post-script to the story. Unfortunately, I was only able to squeeze through the door as the office was closing. Even so, I got a look at the clerk's "counter book." In it were a wide variety of surcharged stamps. Some had several surcharges, making it difficult to tell which was the latest. I estimate that more than 100 different sheets were in the book, including even a few QEII types dating back to Independence (1966) with various surcharges.

In my opinion, Guyana has been (and may still be) surcharging many stamps for domestic use that are never announced to the philatelic world. This is both a catalogue compiler's nightmare and a philatelic researcher's paradise. There may be dozens or even hundreds of unrecorded issues, and it would be interesting to receive reports of those. Furthermore, to the philatelic writers who criticize Guyana for issuing large numbers of unnecessary surcharges, I can only respond, "Oh, those aren't for collectors. They're for postage!"



This registered letter, postmarked 'PHILATELIC BRANCH / MR 29 / 89 / GUYANA', took 13 days to reach its destination. The postal clerk ignored the 40¢ imprinted stamp (equivalent to about US 1¢ at the time) and applied G\$40 in adhesives.

Turks & Caicos Is. 'War Tax' Stamps: A Comment

by HOWARD L. GODWIN

The article by M. H. Ludington in the March issue of this journal is most timely, as the error in John J. Challis' book *Turks and Caicos Islands* regarding the printers of the last two issues of their War Tax issues is serious, particularly so as it has been taken up in the 1992 Stanley Gibbons catalogue.

This catalogue has been, and still is, generally regarded as being a reliable source of information, particularly for the average collector who bases his collection on its information. It is a pity that this error has been perpetuated by them.

The earliest reference the writer has found regarding

the printing of the last two issues of the Turks overprints is on page 133 of *Postage Stamps of the Great War and After*, second edition, published by D. Field in October 1920. This reads: "Overprinted in two lines of large and small Roman capitals, in black, locally at Grand Turk."

No De La Rue overprint, reading either 'War Stamp' or 'War Tax', for any of the countries which used this tax system, was ever made using the typeface found on these two Turks issues.

Arising from this is the matter of which issue came first. It has been generally accepted that the close-spaced overprint came first, but the major point against this supposition is in the actual setting of the overprint.

The accepted first printing has a number of instances of misaligned letters, which do not appear in the second printing. That any printer would produce such poor work and let it go out is unthinkable — unless there was a time factor involved.

As the previous issue using De La Rue plates and violet ink gave one of the worst examples of overprinting seen in the War Tax issues, it is possible that the printer

made up the wide-spaced overprint and ran off the required number of panes. As the overprint was not a good one and as there was a variation in spacing between the lines of the overprint at the bottom of the pane, the decision was made to have the two lines of the overprint closer together. This may have led to the misaligned letters, as moving letters in the forme would have been awkward, particularly if there was an element of urgency.

Having already printed the wide-spaced overprint but not having issued the stock, the closed-spaced overprint was then printed, and as is often the case in stockrooms, the latter printing was placed on top of the earlier printing. It follows that the first issue to the Post Office would have been from the second printing on top of the pile, hence the discrepancy in issuing dates relative to the actual printing order.

To date, no EKDs have been seen for these issues by the writer, and while it would seem that the sequence of issue is as recorded, the anomaly of the better print job coming after the poorer one can possibly be explained by these comments.

An Inventory of Early Bermuda Markings: Help Wanted

by MICHEL FORAND and CHARLES FREELAND

Some time ago, we began compiling an inventory of the pre-adhesive marks of Bermuda found on entires, covers and wrappers (e.g., crowned circles, fleurons, 'SHIP LETTER' handstamps, etc.). This survey encompasses all recorded examples of Ludington types PM1 to PM5 and P1 to P5, as well as types S1, S2, and S5, recorded on postal items sent from or addressed to Bermuda, or stamped while in transit there; manuscript and hand-stamped Forwarding Agents' marks are also included, as well as a few other marks. We have been fortunate in obtaining much previously unreported information from M. H. Ludington (the author of many works on Bermuda philately, including *The Postal History and Postage Stamps of Bermuda*, published in 1978). Mr Ludington has given us his full support and is actively contributing to this project. We now hope others will also lend their help.

When completed, the inventory will, we believe, be of great assistance to collectors and postal historians, as well to dealers and others with an interest in Bermuda philately. It should be of interest not only in establishing date ranges, but also in shedding light on the practices of different postmasters. The inventory lists each recorded example of the marks under its type number, in chronological order; when a cover or letter has two or three Bermuda markings, these are cross-referenced. Each entry provides the date of the marking (as it appears in the postmark or in manuscript) and a qualitative grading of its condition; details about the origin and destination of the letter and about the postal rate(s); the name(s) of the ship(s) on which the letter was carried, along with dates of sailing and arrival (when those details can be de-

termined); a description of transit and arrival handstamps; and a qualitative grading of the entire, cover or wrapper. Additional information is provided when deemed pertinent — particularly about the contents of the letter (if present) and about its philatelic history (e.g., auctions in which it has been offered, etc.).

The introduction will summarize known facts about the postal history of Bermuda between 1820 and the mid-1860s, and will provide previously unpublished details of several correspondences of that period. A number of illustrations will accompany the inventory, which is tentatively scheduled for publication as a BCPSG monograph in late 1992 or early 1993.

The initial list was based primarily on descriptions in auction catalogues from the late 1930s to the present, and this has been supplemented with information provided by individual collectors contacted by us. However, there remain many entries which are incomplete. We hope that other Bermuda collectors will help to make our inventory more accurate and more complete by sending us photocopies of both the front and back (if there are transit or arrival backstamps) of covers with early Bermuda markings in their collections. Information about the contents of letters would also be appreciated.

The identity of the owners of specific items will be held in strict confidence. However, it is intended to acknowledge contributors in the foreword unless they request anonymity. The information may be sent to either of us: Michel Forand, Box 20145, Ottawa, Canada, K1N 9P4; Charles Freeland, Box 2258, 4002 Basle, Switzerland.

Requests

● Rudolf von Fischer (Leutholdstr. 16, CH-8037 Zürich, Switzerland) specializes in International Year of the Child (1979) issues and plans to publish a handbook on this subject. He asks whether BCPSG members can help him answer some questions regarding IYC issues from the Caribbean area. He is particularly interested in the following:

- 1) Which Caribbean islands issued philatelic bulletins in 1979, announcing IYC? Can copies of these bulletins be obtained?
- 2) Were there any postmarks, slogans, meter marks, souvenir covers or cards on the IYC topic from these areas?
- 3) Does anyone have commercial covers from the period 1979-81 with IYC stamps?
- 4) Are there gutter pairs for IYC issues from Antigua, Barbuda, Grenada, Grenada-Grenadines, St. Lucia, Trinidad?
- 5) Are there illustrated FDCs for IYC issues from Anguil-

la, Barbuda, Grenada, Virgin Islands, Montserrat (sou.v. sheet), St Kitts-Nevis (sou.v. sheet), St. Lucia I & II, Turks & Caicos (sou.v. sheet)?

Mr. von Fischer would like to have photocopies of or acquire IYC philatelic bulletins, commercial covers and FDCs as described above; he is willing to pay good prices for such items. He is also willing to trade but does not have Caribbean items available.

● Two requests for correspondents have come from eastern Europe through two former editors of the journal (Jack Arnell and Fred Seifert, respectively): Mr Viacheslav Fochenkow is president of the Volga Club, which encourages international exchanges and correspondence. Anyone interested in joining the club may write to him at: Lokomotivnaja 11/34, Uljanovsk 432006, Russia, Commonwealth of Independent States.

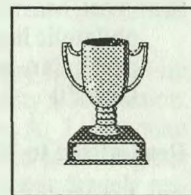
Mr. Marcus Praks (Järve 7-2, EE-0013 Tallinn, Estonia), who says he has been collecting stamps for many years, seeks correspondence with fellow collectors.

The Awards List

Compiled by PAUL LARSEN



ARIPEX 92: Phoenix, Ariz., January 17-19, 1992
 CHICAGOPEX 91: Rosemont, Ill., November 1-3, 1991
 FLOREX 91: Orlando, Fla., November 1-3, 1991
 LAKESHORE 92 : Dorval, Canada, April 3-5, 1992
 NOVAPEX 92: Halifax, Canada, April 11-12, 1992
 SANDICAL 92: San Diego, Cal., February 7-9, 1992
 SARASOTA NATIONAL: Sarasota, Fla., Jan. 31-Feb. 2, 1992



Abram, Cliff

Early Barbados, 1852-1935
 LAKESHORE 92: vermeil

The Letter: Tracing Its Path

NOVAPEX 92: gold

Addiss, Edward F.

Trinidad Postal History, 1851-1899

SARASOTA NATIONAL: vermeil; BCPSG medal

Cooley, Robert

Great Britain Line-Engraved One Penny & Twopence Values of 1840-1875

ARIPEX 92: gold

SANDICAL 92: gold

Fernando, Quintus

Ceylon: Prestamp Markings, Imperf and Perforated Pence Issues of Queen Victoria

ARIPEX 92: Reserve Grand; gold; APS pre-1900 medal;
 Arizona Federation President's award

Nicaragua: Cancellations & Usages (1862-1905)

SANDICAL 92: gold

Larsen, Paul

German Marshall & Caroline Islands

CHICAGOPEX 91: silver

Neil, Randy

The United States Two Cent Issue of 1883-87

SARASOTA NATIONAL: Grand award; gold; APS pre-1990 medal; BIA award

Schnell, Roger

German Offices in Turkey

FLOREX 91: gold; Florida Stamp Dealers' award

Note: The awards received by BCPSG members at WESTPEX 92 will appear in the next report.

Secretary's Report

New Members

The two applicants listed in the March 1992 issue of the journal have been admitted to membership in the Group.

Membership Applications

GATES, Thomas B., P.O. Box 224, Urbana, OH 43078; no philatelic interests listed; sponsored by R. Wynstra.

LEMIRE, Paul-Maurice, CMR 453, Box 157, APO AE 09146-0005, USA; philatelic interests: British colonies mint and used, souv. sheets, covers; referred by APS.

MAISEL, Richard, 29 Washington Square West, Apt. 16D, New York, NY 10011; philatelic interests: Cayman Islands, specimens, Silver Jubilee issue; sponsored by T. Bansak.

OSBORN, Geoffrey A., 39 Leven Avenue, Talbot Woods, Bournemouth, Dorset, BH4 9LJ, U.K.; philatelic interests: Bermuda postal history; sponsored by M. H. Ludington.

SHELTON, Martin, P.O. Box 8154, Woodlands, TX 77387; philatelic interests: B.W.I. in general and Jamaica in particular, squared-circle cancels; sponsored by T. Giraldi.

Readmitted to Membership

FASHINGBAUER, Robert J., Box 1, Techny, IL 60082.

Changes of Address

Adams III, A. B.: 930 Moores Mill Road N.W., Atlanta, GA 30327-1626.

Addiss, E. F.: 459 Columbus Avenue, Suite 266, New York, NY 10024.

Atmore, W.: 107b Leslie Road, Leytonstone, London, E11 4HF, U.K.

Freeland, C. A.: postcode should read 4059.

Raynor, P.: 25 East 12th Avenue, #302, Vancouver, B.C., V5T 2G6, Canada.

Rosendorff, C.: V.A. Medical Center, 130 West Kingsbridge Road, Bronx, NY 10468.

Help! We have lost contact with member Henry W. Collier. If anyone can provide his current address, please forward it to Mark Swetland, 32 Cat Brier Lane, Hilton Head Island, SC 29926.

Resignations

Holmes, G.

Luck, G.

Robertson, G.

Dropped from Membership for Non-Payment of Dues

Bergstrom, B.

Buckner, J. M.

Cronin, R.

DeKeyser, T.R.A.

Hildabrand, W. A.

McArthur, R. L.

Mehlig, K. H.

Williams, H. G.

From the Editor's Desk

The Study Group had another successful annual meeting at WESTPEX in San Francisco (on May 2). Although attendance was somewhat less than in recent years, the enthusiasm was the same. Brief presentations were made by Jack Arnell and myself (both on Bermuda). The auction was conducted by Jay Fredrick and Fred Seifert (in the absence of our Auction Manager, Bill Gompel), and it is gratifying that about 70% of the lots were sold. Our thanks go to Stephen Schumann for his part in making WESTPEX and the BCPSG's activities (including a fine dinner at an Italian restaurant on May 1) a resounding success.

It is now confirmed that the 1993 annual meeting will be held in Orlando, Florida in conjunction with FLOREX 93 (in November) and the 1994 meeting in Baltimore (BALPEX 94). No date or venue have been set for 1995, but the 1996 meeting is tentatively set to take place in Barbados, at a date yet to be determined. The 1997 meeting will again be held in San Francisco, this time in conjunction with PACIFIC 97, the next large international exhibition to be held in the United States.

A number of important B.W.I. collections have been sold recently. In some cases, their owners have left a photocopy of their collections to the BCPSG Library before dispersion. This is a highly commendable gesture, and others planning to sell are encouraged to do the same.

Although there is a good supply of articles in the "reserve" at the moment, some countries are not represented: Antigua, Bahamas, Barbados, Dominica, Grenada, Montserrat, Nevis, any of the "Saints," Trinidad and Tobago. Articles on stamps would be particularly appreciated, in order to keep a proper balance.

Arthur Hamm has had to resign his position as Advertising Manager due to overcommitment. Although advertising revenue is not absolutely essential to maintain the services offered by the Group, it does help significantly to balance our costs and keep dues down. Equally important is the implicit recognition when both large and small firms advertise in our journal. Thus the position of Advertising Manager is an important one. It would be especially desirable to try to convince auction firms that plan important B.W.I. sales to schedule their advertisements in such a way that they will be timely when they appear in the journal. Anyone wishing to offer his or her services for this should contact Jay Fredrick or me.

Another position needs to be filled at the moment — that of New Issues editor, following Bruce Watts' resignation. Members *do* want to be kept informed of new issues from the Caribbean countries, and thus we want to provide this service regularly. Candidates for this position should also contact Jay or myself.

Once again we ask members who move to send

Mark Swetland their new address as soon as possible *before* their move. The USPS now charges us over \$1 for forwarding the journal and sending us new addresses. While the cost is minimal, the time loss is not, and both could be avoided by telling us of your plans ahead of time.

An imminent change in my professional status (I am to become a free-lance writer and editor in mid-summer)

will force me to organize my time somewhat differently. To help make this transition as smooth as possible as far as the publication schedule of the journal is concerned, anyone expecting to submit an article for the September issue should make sure it is in my hands by mid-July.

MICHEL FORAND

Jamaica's Governor Said No!

by FRED F. SEIFERT

By present-day standards, Jamaica pursues a reasonably moderate stamp-issuing policy. Yet it manages to commemorate most of its important anniversaries (and a few not-so-important ones) and to honor national heroes with issues of postage stamps. Quite a contrast to the policy back in 1893, when some papers acquired from an accumulation of the late Astley Clerk indicate that a suggestion for a set of commemorative issues was rejected by the governor of the colony, Sir Henry Blake.

The occasion was the 400th anniversary of the discovery by Columbus of the New World. Observing that the United States, the Argentine Republic, and other American republics had marked the anniversary "by the issue of certain Postage Stamps with appropriate designs bearing on events in the life of the Admiral," members of the Jamaica Philatelic Society petitioned the Hon. Sir Neale Porter, K.C.M.G., the Colonial Secretary for Jamaica, for similar action in the colony.

Arthur S. Finzi, secretary of the society, was delegated to present the petition to the government. He did so in a letter dated 28th January 1893 to the Colonial Secretary. In it, he argued that such an issue would bring Jamaica much good publicity around the world, as the stamps would be publicized everywhere in philatelic journals. He stated that the expense of preparing the printing plates and printing the stamps would be more than refunded by sales of the stamps to dealers and collectors of the world.

The Jamaica Philatelic Society's petition further noted that as a result of this, many of the stamps "would never be used in service," thus adding to the colony's revenue. Finzi also suggested that the issue "be limited to 1 year." He proposed a set of five stamps of ½d, 1d, 2d, 2½d, and 6d denominations. The latter value, he said, would be useful when a letter was registered and required 2½d postage and 4d registry fee.

Finzi offered for consideration the following designs:

- a Canoes with Indians brandishing lances of pointed wood and prepared to prevent Columbus' landing;
- b Columbus sighting Jamaica and lost in admiration of the beauty of her Blue Mountains;
- c Columbus' caravels stranded on the shores of Jamaica;
- d Columbus facing a crowd of frightened Indians and pointing to a moon half-eclipsed;
- e Indians bringing offerings to Columbus.

It should be noted that the foregoing information comes from a rough draft of Finzi's letter, and the final version may have varied in some respects. I have not seen the

rough sketches prepared by Finzi.

Finzi received a reply from the Colonial Secretary's Office (signed S. P. Musson) as follows, dated 3rd February 1893:

Sir,

In reply to your letter dated 28th Ultimo suggesting that certain stamps should be issued by this Colony next year commemorating of the 400th anniversary of her discovery by Columbus, I am desired by the Governor to inform you that His Excellency does not think any good purpose would be effected by adopting your suggestion.

There is no explanation for Sir Henry Blake's blunt rejection of the Jamaica Philatelic Society's suggestion. In *Jamaica: The Island and Its People*, A. J. Newman notes that Sir Henry was much interested in letting the world know the potential of Jamaica and was largely responsible for the Jamaica International Exhibition held in 1891. Perhaps the "hostile Indian" theme left him cold. Then too, there was no precedent in the "mother country" for issuing stamps not featuring the reigning monarch, so it was easier to say no than yes.

Despite Government's rejection of the proposed stamp issue, some 14 months later — on April 14, 1894 — a local Kingston paper carried a full column editorial commending the Jamaica Philatelic Society's suggestion and even proposing an expansion of the issue to seven stamps, with a top value of 2s.6d. The article pointed out that in the case of the U.S. Columbian issue, "all the lower denominations ... are bought up and the higher are rapidly being exhausted." The editorial concluded:

The fourth centenary of the discovery of the island should not pass without some notice being taken of it, and under our present constitution it would be [appropriate] that both people and government should combine on the occasion. The proposal has come from the public; let the Government take it up and carry it out. The country, we are confident, will approve, and none will then be able to say that we are ignorant of the history of our country or indifferent to the recurrence of memorable dates.

Obviously, the newspaper's support did nothing to change the Governor's mind. Thus it was not until 1900 that Jamaica saw its first pictorial stamp, the 1d red Llan-doverly Falls issue. The landing of Columbus was finally recognized in 1919 on the 3d stamp of the first scenic definitive series. Perhaps in 1994, when Jamaica has an opportunity to commemorate the 500th anniversary of Columbus' discovery of the island on 3rd May 1494, it will not miss its second chance.

Caribbean Round-Up

British Virgin Islands

The second annual exhibition of the British Virgin Islands Philatelic Society, held in Road Town, Tortola, on February 1st and 2nd, attracted an estimated 500 visitors from the territory, North America, Puerto Rico, and France. The theme of the show — the 500th anniversary of Columbus' arrival in the New World — was featured in a pictorial cancel used at the exhibition. The organisers expressed pleasure both at the increased turnout of children and young collectors and the success of bourse sales.

As befits such events, "rivers of real champagne" flowed after the opening ceremonies. A special "Missing Virgin" polo shirt was prepared for the event and sold out almost immediately. Your editor was fortunate in receiving one of these, thanks to BCPSG member Vernon Pickering, who exhibited his B.V.I. postal history, B.V.I. King George VI, and early classic Canada (Prince Albert and Beavers), at the show. Another member, Marge Doran, exhibited her Puerto Rico. (Note: a "reprint" of the "Missing Virgin" polo shirt is available from the B.V.I. Philatelic Society, Box 704, Road Town, Tortola, British Virgin Islands) The exhibition program contains interesting articles about BVI postal history and censorship, and the U.K. Machin definitives. (Thanks to Vernon Pickering and Ben Ramkissoon for details about the exhibition.)

Trinidad and Tobago

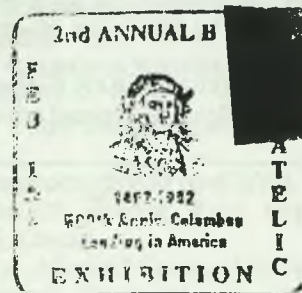
Thanks again to Ben Ramkissoon for sending the illustration of a "RECEIVED IN A / DAMAGED CONDITION" handstamp (purple) apparently applied at Port-of-Spain in early February 1992 on a letter sent to Marabella from Canada. The letter was resealed and received an "OFFICIALLY RESEALED" tape on arrival in Trinidad.

R.M.S.P. Pen Cancellations

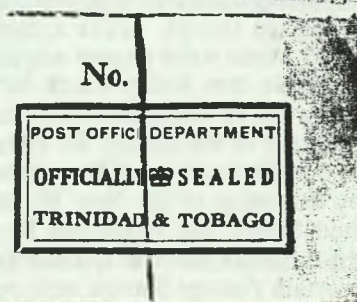
The illustration of type 5 of the *Eden* marks was missing from Michael Oliver's article on this subject in the March issue. It is provided here.

Leeward Islands: 1901 1d Duty Plate Shift

Michael has also sent the following, with reference to Part IV of his series on these islands (see *BCPJ*, March 1989, p. 29): "Thanks to Charles Freeland, who sent me copies of examples he has kept from old auction catalogues, the number identified has now risen to 27 of the 60. Excepting the pair in the Royal Collection, the only other I have identified but do not have a copy of is 5/5 (in Peter Singer's stock in 1989). I wish to thank all the members who have helped me to make this reconstruction of the pane" (illustrated on the right).



RECEIVED IN A DAMAGED CONDITION



Eden

V =	1-49	1-27	1-05	0-83	0-61	0-39	Row
h = 3-45							1
3-39							2
3-13		S					3
2-97			U				4
2-61					U		5
2-35							6
2-08							7
1-82							8
1-56		U					9
1-30							10
Stamp	1	2	3	4	5	6	

B = Block of 4
 R = Royal Colln.
 S = Strip of 3
 U = Used

British Caribbean Philatelic Study Group Publications

Back Issues — Back issues of the *British Caribbean Philatelic Journal* may be ordered from Thomas E. Giraldi, 2021 Wylie Dr., Modesto, CA 95355. Send a stamped, addressed envelope for a list of issues available; most issues since Whole Number 106 (February 1979) are currently on hand, as are some earlier issues. The price per issue is \$2.50; for a full year's issues, \$10.00; payment may be made in U.S. dollars or sterling equivalent. Postage is extra; assume an average weight of 6 ounces per issue in estimating postage; excess postage will be refunded. Make all checks payable to the "British Caribbean Philatelic Study Group."

Reprints — Volumes 1-9 of the *British Caribbean Philatelic Journal* and all study papers issued during the first nine years

were reprinted in 1990 under the supervision of Michael Vokins. The reprints have now sold out, but copies may still be available from David Druett, Pennymead Auctions, Scotton, Knaresborough, N. Yorks, HG5 9HN, England.

Monographs — The monographs listed below may be ordered from Mark W. Swetland, 32 Cat Brier Lane, Hilton Head Island, SC 29926. Nos. 1-7 are reprints of articles originally printed in the journal; nos. 8 and 9 are based on Grand Award-winning exhibits; nos. 10 and 11 are original monographs. Checks in U.S. dollars or sterling should be made payable to the "British Caribbean Philatelic Study Group." All monograph prices include postage at surface printed matter rate; please enquire about airmail rates.

	USA and Canada	Overseas	
1 <i>Postal Markings of the Turks and Caicos Islands</i> , by Michael Wilson; with <i>Caicos Islands Adventures</i> , by Gale J. Raymond, 1982; 19 pp.	\$6.00	\$6.50	£4.05
2 <i>Bahamas Postal Stationery</i> , by Graham Hoey; <i>Jamaica Postal Stationery</i> , by Thomas Foster 1982; 24 pp.	\$6.50	\$7.00	£4.40
3 <i>First Flights of Bermuda and British Caribbean FAM Routes</i> , by Charles E. Cwiakala, 1982; 35 pp.	\$7.50	\$8.00	£5.00
4 <i>Jamaica Railway Town Cancels</i> , by Robert Topaz, Fred Seifert and Charles E. Cwiakala; and <i>Registration Markings and Labels</i> , by Reg Lant, Robert Topaz and Clint von Pohle, 1982; 41 pp.	\$8.00	\$8.50	£5.30
5 <i>The Unpaid and Tax Markings of Jamaica</i> , by Reg Lant, 1983; 45 pp.	\$6.50	\$7.00	£4.40
6 <i>The Town Cancels of Trinidad and Tobago</i> , by Edward Addiss, Reuben Ramkissoon and Walton Van Winkle, 1983; 55 pp.	\$9.00	\$9.50	£5.95
7 <i>The Posts of St. Lucia</i> , by Geoff Ritchie; and <i>Postal History of Soufriere</i> , by Robert Devaux, 1982; 72 pp.	\$10.50	\$11.00	£6.90
8 <i>Grenada Postal History, 1764-1913</i> , by Dan Walker, ca. 1981; 164 pp.	\$20.00	\$21.00	£12.50
9 <i>Exploring Jamaica through Obliterators</i> , by Ian Woodward, 1982; 160 pp.	\$20.00	\$21.00	£12.50
10 <i>The Town Cancels of British Honduras, 1880-1973</i> by Edward F. Addiss, 1990; 68 pp.	\$15.50	\$16.00	£10.00
11 <i>The Furness Line to Bermuda</i> , by Morris H. Ludington and Michael R. Rego, 1991; 58 pp.	\$15.00	\$15.50	£9.70

Future issues of the journal will include articles about the following subjects:

- the "H Force," which patrolled the Caribbean during World War I, by R. V. Swarbrick and A.P.D. Sutcliffe;
- the flaws on the Leeward Islands Queen Elizabeth definitives, by Nicholas Halewood;
- Bermuda military mail during the First World War (an update), by Charles Freeland;
- the charity and Red Cross labels used in the West Indies, by Howard L. Godwin;
- the wreck of the *Curlew* in 1856, by M. H. Ludington.

And many others. Articles on Montserrat, Dominica, St. Kitts, and Tobago have been promised. Others are invited: this journal "lives" by its writers. Deadlines for the remainder of the year are as follows: for the September issue, 15 July; for the December issue, 15 October.

Note to Advertisers

Advertising rates are as follows:

	Width	Height	Yearly rate
Full page	7"	9½"	\$125
Half page	7"	4¾"	\$75
Quarter page	3½"	4¾"	\$45
Eighth of a page	3½"	2¾"	\$30

The cost of back-page space, when available, is 10% above the regular rate. One-time ads are accepted at 40% of the yearly rate. The initial advertising copy should be sent to the Advertising Manager along with remittance, but changed copy should be forwarded to the Editor by the following deadlines: for the March issue, 15 January; for the June issue, 15 April; for the September issue, 15 July; for the December issue, 15 October.

Actual-size, camera-ready copy is preferred.

Checks to be made payable to the "British Caribbean Philatelic Study Group." As the position of Advertising Manager is currently vacant, please forward payment to the Treasurer:

Mr Barry Friedman
4280 Galt Ocean Drive, #3F
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