

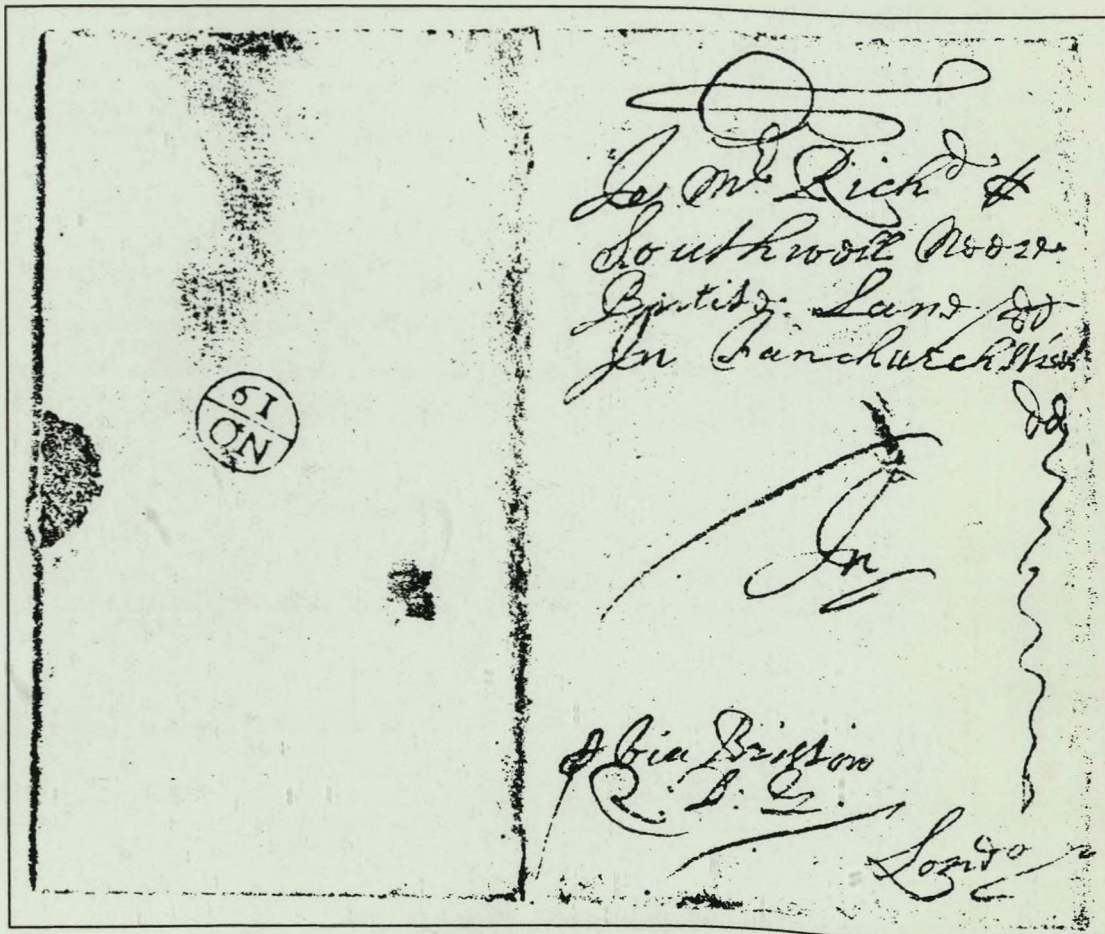
BRITISH CARIBBEAN PHILATELIC JOURNAL

PUBLISHED BY THE BRITISH CARIBBEAN PHILATELIC STUDY GROUP
Unit No. 27 of the American Philatelic Society

March 1993

Vol. 33, No. 1; Whole No. 166

ISSN 0045-2890



An early letter from Nevis (1662)
(see article by Roger Schnell, page 29)

Other Features:

Bermuda Mail Services from New York
Dominica Censorship
Designers of St Vincent's Queen Victoria Issues
Trinidad POW Camp Mail
Turks Islands Essays



The *British Caribbean Philatelic Journal* is published four times a year (March, June, September, and December) by the British Caribbean Philatelic Study Group. It is available only by subscription through membership in the BCPSG. Membership is based on the calendar year; 1993 dues are as follows: \$18 per annum in U.S. funds for members in the United States and Canada, and \$21 (£11.50 sterling) for those in other areas. Life membership is available, with the following rates being applicable:

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British Caribbean Philatelic Journal

March 1993 — Vol. 33, No. 1, W/N 166

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The POW Camps of Trinidad

by Col. FRED F. SEIFERT

From time to time, reports of cards and covers mailed from Trinidad's prisoner-of-war camps of World Wars I and II have appeared in this journal as well as in other philatelic publications. The purpose of this article is to summarize what has previously been reported and add such additional information as this writer has been able to unearth.

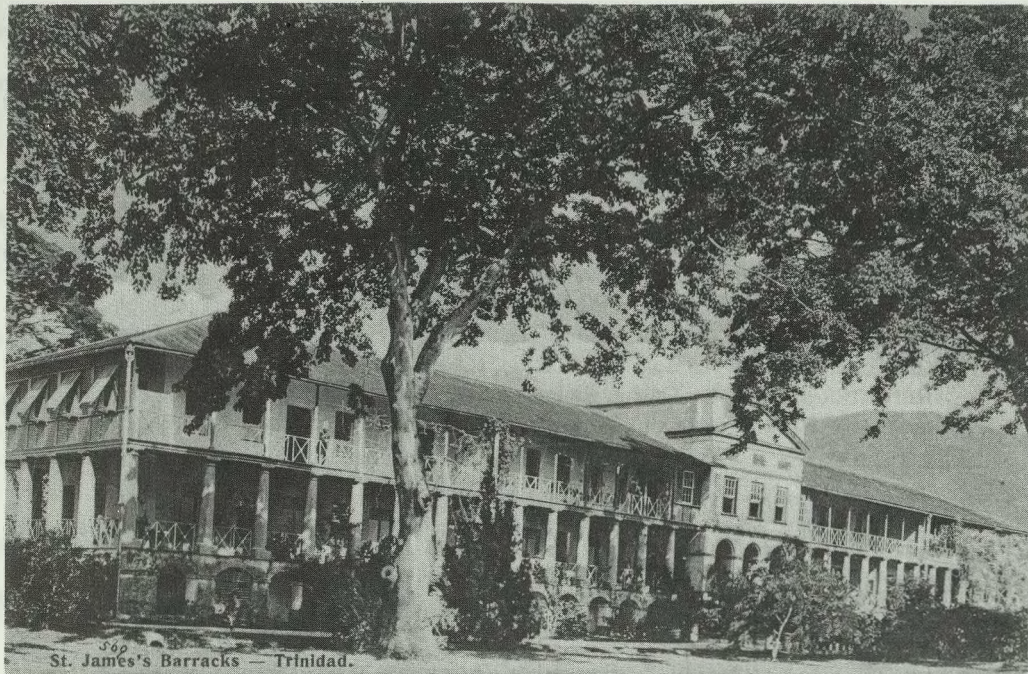
World War I

In the August 15, 1967 issue of *Western Stamp Collector*, an article was published under the title "Mail of Prisoners of War in Trinidad during World War I." The author, Charles W. Maynard of Port of Spain, having seen or heard of a few items of prisoner mail, was encouraged to check government records of the World War I period in Port of Spain. While he found the official records very scanty, he did much better in local newspaper files. In the *Port of Spain Gazette* of August 11, 1914, Maynard found the following news item:

MILITARY PRISONERS TO BE DETAINED AT ST. JAMES FEMALE PRISON

As was announced on Sunday (August 9th) Paul Collignon, a German Reservist Officer (a Plantation Manager at Erin) was arrested as a military prisoner of war on last Friday. On Sunday shortly after the arrival of the S/S Appenine from Brazil, the steamer was raided by the Inspector General of Constabulary and eleven members of the crew were arrested. On the following day the Lamport and Holt steamer "Byron" was raided and one passenger booked to Barbados and three seamen were arrested. They were lodged in the cells of the Constabulary headquarters and placed under the care of Lt. Percy L. Fraser. They will be accommodated at the Female Prison of St. James.

Maynard found confirmation of the foregoing in the Legislative Council Papers of 1915. These indicate that on October 15, 1915 the report of the Superintendent of Prisoners (Capt. Percy L. Fraser) was tabled at the Legislative Council in Session. In his opening remarks, Fraser reports:



*St James's Barracks, Port of Spain,
where POWs and internees were detained during World War I*

At the outbreak of the War, a camp for detention of the Prisoners of War became necessary, and I had the honor of being appointed in command of same. The Prisoners at the Female Prison were removed to the Royal Gaol, as their prison, which was formerly the Hospital for Troops stationed at St. James Barracks, was required for the internment of the Prisoners of War. This transfer had to be effected at 24 hours notice, and I mention this to show the loyalty and devotion to duty of my staff without whose wholehearted support it could not have been accomplished.

During the life of the camp, most of its inmates were seamen and a few passengers taken off ships stopping at Trinidad for coal or oil, and a number of Germans and Austrians resident in the colony. At peak occupancy, the number of prisoners and internees was about 102. By late 1919 most had been returned to Germany or released, and the camp was closed on or about January 17, 1920. The only reference to mail arrangements that Maynard could find was in the report of the Postmaster General for the year 1916-17 which stated that 240 incoming letters for prisoners received attention.

So much for the camp itself - now on to the POW mail and markings. To save words and simplify descriptions of the known cards and covers, illustrations of the various camp and censor handstamps are shown, with an arbitrary 'HS' number assigned to each.

The earliest postal item related to the camp was

reported by Brian Renshaw. It is a postcard from Pelotas, Brazil, dated October 8, 1914, to a Georg Krause, c/o Queens Park Hotel, Port of Spain. When it reached Port of Spain on October 17, 1914, Krause had been interned, and the card was redirected to 'Military Prison St. James'.

At the October 31, 1964 Autumn Meeting of the BWI Study Circle in London, J. B. Marriott presented a display that included a Trinidad Edward VII postcard of January 26, 1915. It was addressed to the *Bureau International de la Paix* in Berne, Switzerland for onward transmission to Michelstadt, Germany. It bears a double-ringed handstamp 'MILITARY CAMP / TRINIDAD, B.W.I.' (HS 1). This information comes from a report in *BWISC Bulletin* no. 43 (December 1964).

Marriott also showed an envelope of April 1, 1916, bearing strikes of both HS 1 and another double-ringed handstamp (HS 2) reading 'POST FREE / P.C. / PRISONERS OF WAR'. While the report does not describe the envelope, all of the covers that I have seen consist of small (12 x 9½ mm or 14 x 8 mm) cream wove paper envelopes, with the inscription 'PRISONERS OF WAR' printed in black serif letters at top front. Three such covers had letters enclosed, each being on paper with the letterhead 'MILITARY CAMP, / ST. JAMES, TRINIDAD' printed in black.

A May 30, 1915 cover to New York (Figure 1) bears strikes of HS 1 and HS 2, plus a 'G.P.O. PORT OF SPAIN / TRINIDAD' circular datestamp. The en-

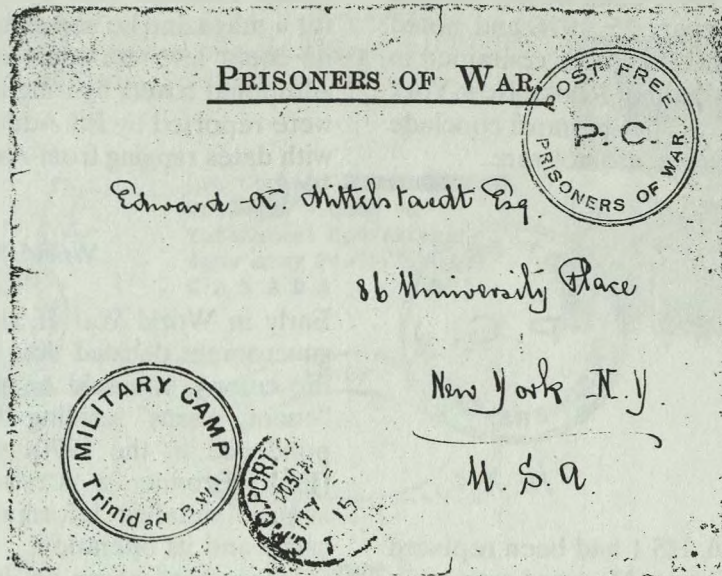


Figure 1

closure, dated May 29, 1915 on letterhead inscribed 'MILITARY CAMP, / ST. JAMES, / TRINIDAD.', asks that the addressee send the writer six jars of Prince Albert smoking tobacco "in Care of Captain Fraser." Three covers to Port of Spain addresses are dated by their postmarks of September 7 and November 19, 1915; and April 1, 1916. All three bear

strikes of HS 1 and HS 2. The November 1915 cover was reported by Horst Augustinovic in the July 1981 issue of this journal. Its enclosure was the interesting and unusual "Please send us another keg of beer" letter. Horst had trouble reading the approval signature of the camp's commanding officer, but it was Percy W. Fraser's scrawled signature.

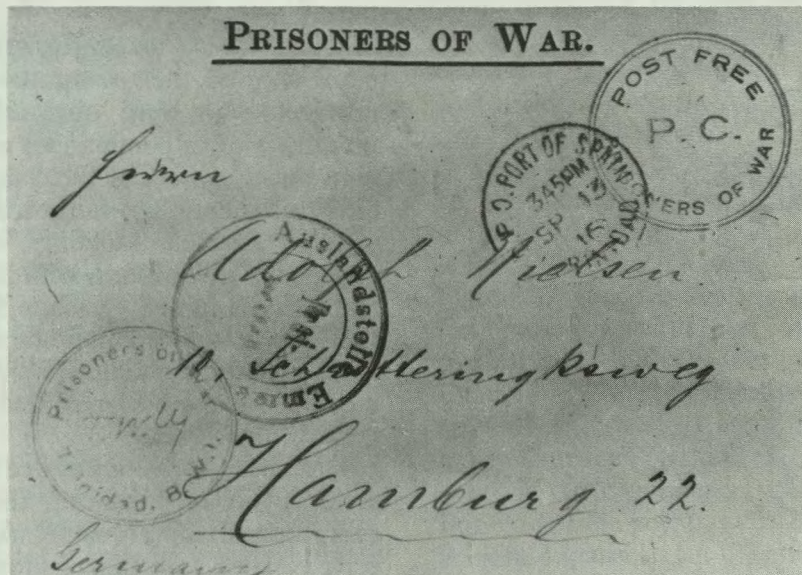


Figure 2

In the BCPJ of August 1977, Colin Bayley showed a similar cover dated January 25, 1916 and noted that covers dated 1915 and 1916 were contained in lots 1154 and 1155 of the Harmer Rooke New York auction of March 25, 1976. Thus we must conclude that such covers, while scarce, are not rare.



HS 1



HS 2

By September 13, 1916, HS 1 had been replaced by a new handstamp. Charles Maynard sent me a photo of a cover of that date (Figure 2) addressed to Hamburg, Germany, and bearing a strike of HS 2 and a new mark, HS 3 – a double-ringed handstamp 'Prisoners of War / F.W.U. / Trinidad B.W.I.' Maynard advised that the letters F.W.U. were the initials of Frederick Wilhelm Urich, a member of a highly respected German family in Trinidad. Apparently Urich was appointed censor because of his high standing in the community and knowledge of the German language.



HS 3

Percy L. Fraser
Capt.
 Military Camp
 Trinidad

HS 4

I have seen only one other cover bearing the Urich HS 3 handstamp. Addressed to Carlstedt, New Jersey and datestamped May 9, 1918, it contains a letter written in German. In addition to HS 2 and HS 3, it bears on its reverse a signature stamp reading 'Percy L. Fraser, Capt., Military

Camp Trinidad' (HS 4). Thanking the addressee for a magazine he had sent, the writer suggests that he could also use some smoking material. Four additional covers bearing strikes of HS 2 and HS 4 were reported by Ed Addiss and Ben Ramkissoo, with dates ranging from August 24, 1917 to May 15, 1918.

World War II

Early in World War II, the Trinidad and Tobago government decided that to ensure the security of the colony, it would be necessary to confine the "enemy aliens" residing there. Thanks to correspondence in the 1970s with the late Ferdinand (Fred) Bronner, a BCPSG member, I was able to acquire detailed information on the internment camp and its operation.

Internment began on July 1, 1940. The internment camp consisted of two parts. In the main section were between 200 and 300 internees, both male and female, of the Jewish faith. These were former residents of Germany and Austria who had emigrated to escape from Nazi persecution. Attached to the main section, but physically separated from it, was a smaller section with 20 or so internees who were Germans residing in Trinidad at the time, a few Trinidadians who were known German sympathizers, and some Germans who had been taken off ships that landed at Trinidad during war time.

When setting up the camp, the T & T government showed their sympathy to the hundreds of refugees who were obviously anti-Nazi by appointing a camp commander who was not a military man but a captain of the Salvation Army. According to Bronner, the camp consisted of nine or ten wooden barracks buildings, each divided into a number of small rooms with thin wooden walls. In addition, there was a kitchen building; a dining hall that also served as a recreation room; two latrines; and a hospital building. Two of the internees being medical doctors and one a dentist, the camp had no medical problems.

The internees were allowed self-government and divided the work among themselves, electing a camp president, a quartermaster, etc. They received a fixed daily sum of money for each internee, and purchased provisions of their own choice. While they were offered no educational opportunities from the outside, they arranged some classes of their own, especially English classes, since most of the internees had not yet acquired a good enough knowledge of that language. Bronner said that there were no mail restrictions other than corres-

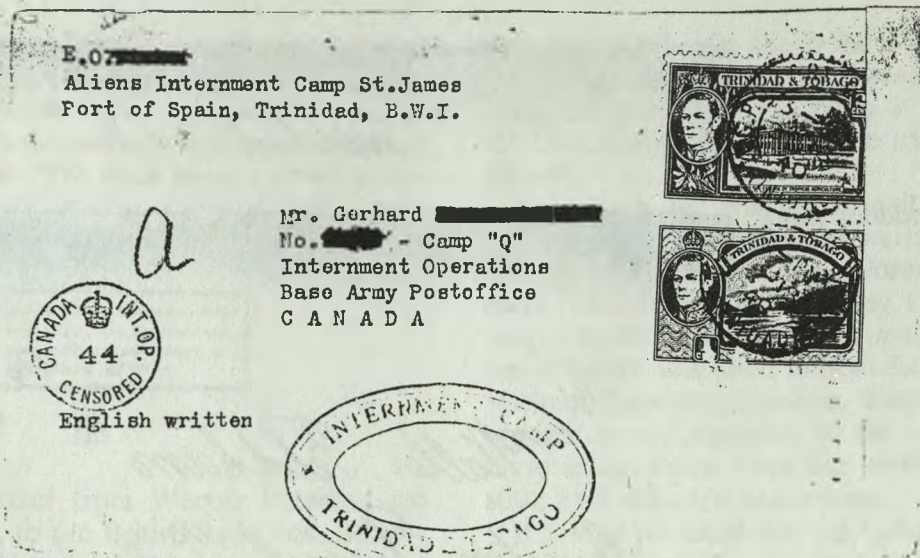


Figure 3

pondence with enemy territory being prohibited. He said that in his two years of internment, he wrote several hundred letters and that the other internees, most of whom were well educated, also generated quite a bit of mail.



HS 5

As mentioned earlier, a Salvation Army captain served as camp commander. This act of kindness by the T & T government did not work out as well as intended. Bronner served as camp president during a large part of his stay and said that his daily visit to the camp commander's office always brought unpleasant and unnecessary arguments. He much preferred the police captain who substituted during absences of the commander, but he noted that there was no actual mistreatment of the internees.

Release from the main camp occurred in groups, starting in October 1941. Bronner's release came on February 9, 1942. He could attribute no reason for some being released earlier than others. It is not known when the prisoners of war in the smaller camp were released, but it was probably soon after the war's end.

The earliest cover I have seen from this period is postmarked at Port of Spain, September 21, 1940,

addressed to New York City. The source is indicated by an oval handstamp reading 'INTERNMENT CAMP / TRINIDAD & TOBAGO' (HS 5), and on the back flap is the handwritten inscription, 'Sender: Karell, Port of Spain, Trinidad (Camp)'.

Brian Renshaw reports a registered cover from Port of Spain to New York City, September 23, 1940. While it bears no special POW marks, the manuscript return address reads 'Dr. Richard Schmitschek Internee, St. James Camp, Port of Spain, Trinidad, BWI'.

Two other covers, previously reported in the December 1973 BCPI, were sent by 'E.O. Fisher, Aliens Internment Camp St. James, Port of Spain, Trinidad, B.W.I.' to Gerhard Fischer at an internment camp in Canada. They are postmarked December 18, 1940 and February 14, 1941. Both bear strikes of the HS 5 internment camp oval stamp previously noted. The first of these two covers is shown in Figure 3. Fred Bronner told me that E.O. Fisher (or Fischer) was interned with him and was a personal friend whose son Gerhard had been sent from England to Canada with other enemy aliens. These are the only covers I am able to identify with the larger "internee" section of the camp.

From correspondence with the late Harold E. Box, long-time secretary of the Trinidad Philatelic Society, I learned that 'Rented' was the code name for the smaller POW camp. The earliest cover I have seen from there (Figure 4) was posted to New York from Port of Spain on June 9, 1941. The return address is 'E. Dillenberger, c/o Rented, Trinidad, B.W.I.' Other than the postmark, the only other mark is a straight-line handstamp 'CAMP COMMANDANT' in violet.

Figure 4

Note the return address (top).

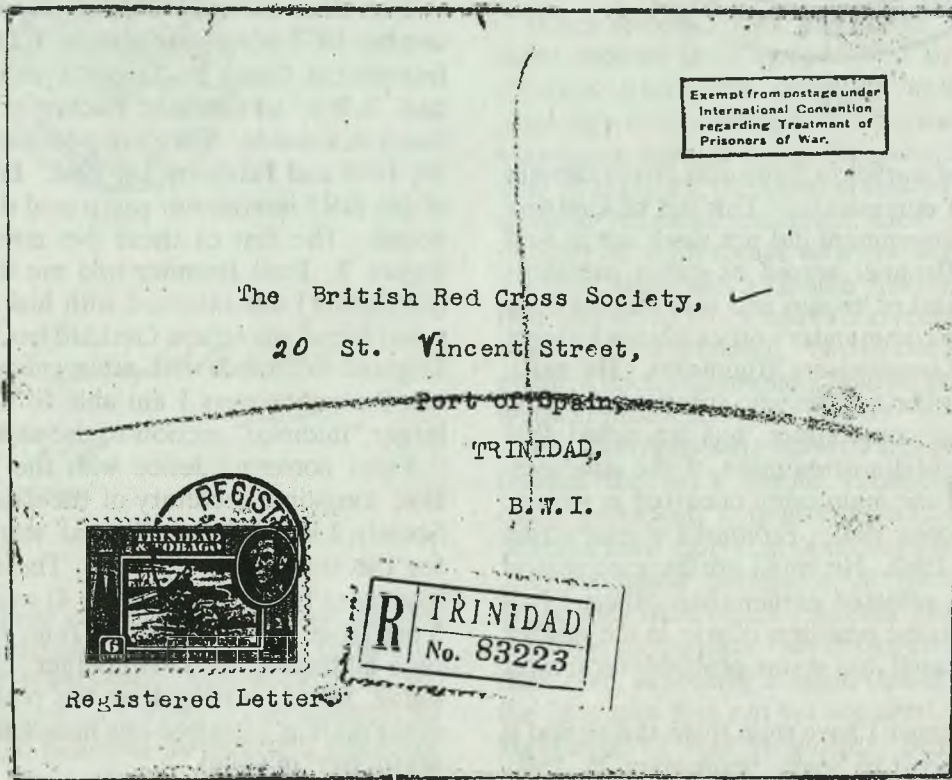
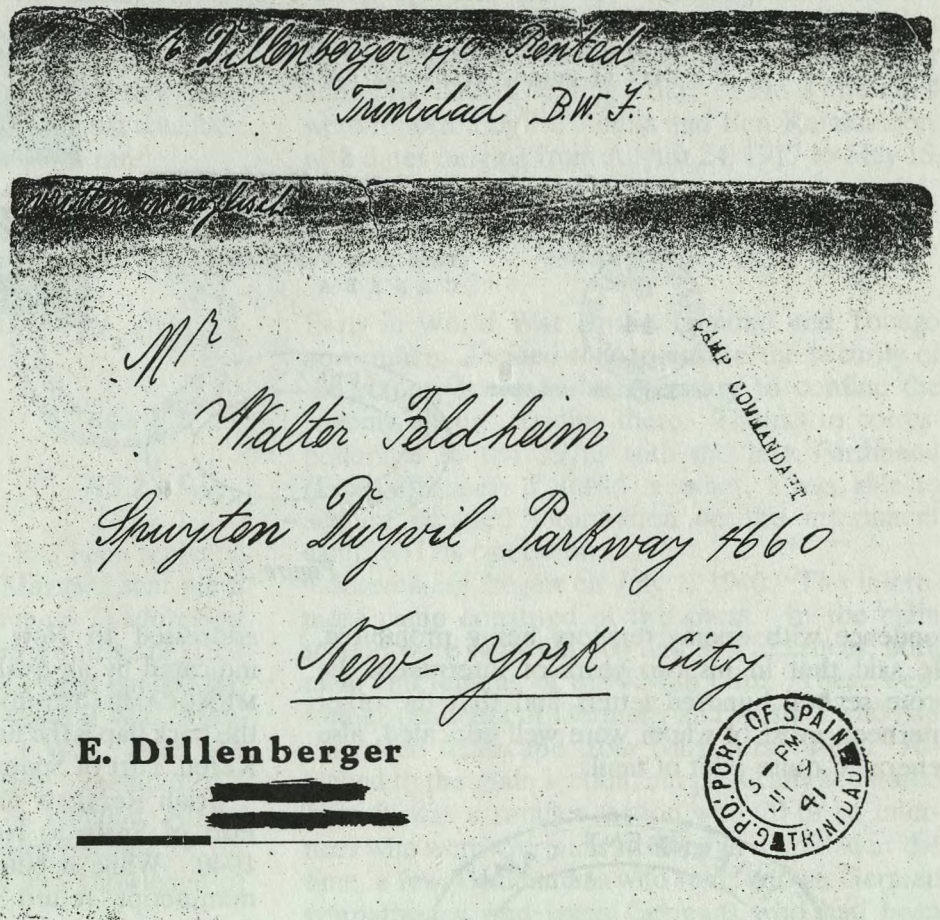


Figure 5

An incoming letter from Leeds, England, dated December 1, 1941, is addressed to Kurt Eisenstaedt, c/o Rented, Trinidad, B.W.I. In lieu of postage stamps, there is a manuscript 'Internment Camp! Free' on the front. The back bears a strike of the circular 'PASSED BY POSTAL CENSOR' with crown and 11 in the center (Roses type TR/1b).

Exempt from postage under
International Convention
regarding Treatment of
Prisoners of War.

HS 6

A registered letter from Werner Peterson c/o Rented, Trinidad, to the British Red Cross Society in Port of Spain, dated July 14, 1943, has a boxed 'Exempt from postage under / International Convention / regarding Treatment of / Prisoners of War.' in the upper right corner (HS 6). A similar handstamp is found on a cover to New York, date illegible, from Ernest Moses, c/o Rented, Port of Spain, Trinidad, BWI.

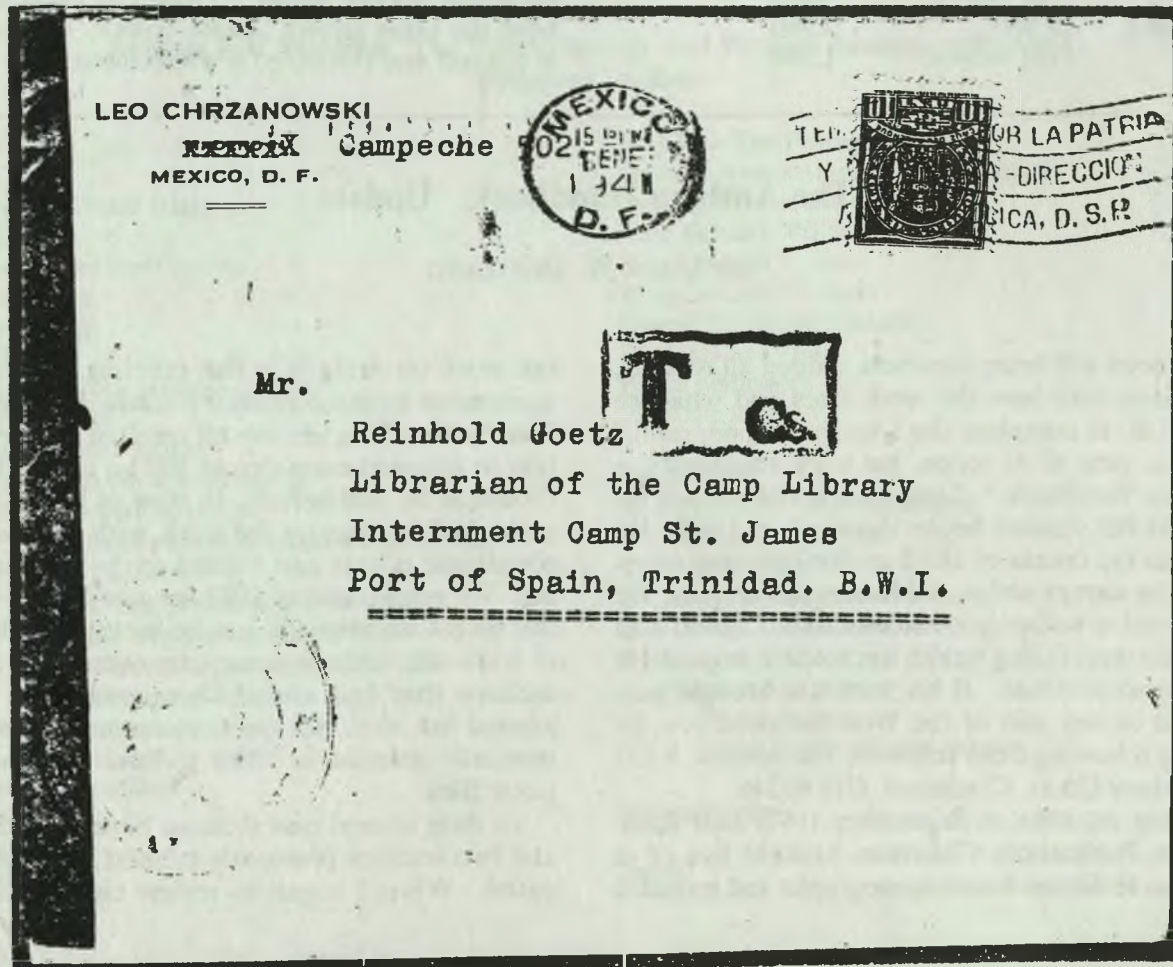
In the April 1982 BCPJ, Ron Wike reported a cover of June 8, 1945 addressed to Bolivia. The sender's name and address are P. Riesz, Rented,

Trinidad, BWI. On the front is a two-line handstamp reading 'PRISONERS OF WAR POST / BY AIRMAIL' in purple. Censorship is indicated by a P.C.90 resealing label, 'OPENED BY EXAMINER / IE / 8694'.

Apparently the volume of mail from "Rented" was considered sufficient to warrant printing the Rented return address on a Form CM3286 letter sheet. One such, used on May 17, 1943, was reported by Ben Ramkissoon. Another, dated October 20, 1943, was listed in Mail Sale List No. 60 of Michael Hamilton, London, England, which was brought to my attention by Ed Addiss. Both of these letter sheets have the 'PRISONERS OF WAR MAIL / BY AIRMAIL' handstamp.

It should be noted that the "postage free" provision for POW mail covered only surface postage. Stamps had to be added to cover registration or airmail service.

Editor's Note: By an interesting coincidence, a WWII cover addressed to a POW in Trinidad was reported to me shortly after Fred Seifert's article arrived. This cover (shown below) is that depicted on the recently released stamp honoring the Philatelic Society of Trinidad and Tobago. Thanks to John Chay for sending the illustration. (The story behind this cover and the stamp are discussed on page 25.)



Leeward Islands KGVI Postal Stationery

[Reid Shaw's query on two KGVI envelopes in the December 1992 issue drew three responses, including one from Paul Larsen who points out that the two envelopes in question were listed by George Bowman in *BCPJ* W/N 120, April 1982. Paul has promised to send an article on the subject for the journal.]

MICHAEL N. OLIVER

In response to Reid L. Shaw's request for help in the December 1992 journal (no. 165), I can confirm that two sizes of envelopes were printed under Requisition 894/1 of 13th June 1938 – the first for stamps and stationery bearing the head of King George VI. They were packed on 1st November and placed on sale on 25th November 1938.

The envelopes comprised both duties in two types: 9½ size (133 x 108 mm), quality B (thick creamy paper); and G size (152 x 91 mm), airmail, Spicers (blue lined interior inscribed 'ALL BRITISH'). The numbers printed, plus 392 specimens of each, were:

Type 1	1d red	2,215
	1½d brown	2,250
Type 2	1d red	1,300
	1½d brown	1,100

De La Rue's Private Day Books are incomplete, and only AS (May 1941–April 1942) exists after January 1938. The Colonial Stamp Books exist up to vol. 20, ending April 1945.

I suspect more were printed after 1945, though not many. A visit to the British Library to inspect the Crown Agents Requisition Books will be necessary to confirm this. The total numbers printed to 1945 from my researches were:

Type 1	1d	3,175
	1½d	3,250
Type 2	1d	2,725
	1½d	3,850

CHARLES A. FREELAND

For the record, I also have copies of the two KGVI envelopes on greyish paper 152 x 91 mm reported by Reid Shaw in the December journal. Each has 'ALL BRITISH' inside the reverse side of the envelope. There is, however, a difference between them that Reid has not noted – namely, that the 1d is printed on bright blue granite paper, and the 1½d on black granite paper. From the outside, both have the same greyish surface colour. One of mine is unused and the other is a specimen.

The Antigua Handbook: Update

by MARK W. SWETLAND

These notes will bring members, indeed all readers, up to date with how the work fares and what we plan to do to complete the "Antigua monograph," which in view of its scope, has been renamed the Antigua "handbook." Long-time members will recall that Bill Cornell began this work in 1967. He deserves the thanks of all of us who have any interest in the stamps and postal history of Antigua. He has served us selflessly, with determination and with devotion until failing health has made it impossible for him to continue. If his work has brought new interest on any part of the West Indies to you, he will enjoy hearing from you now. His address is 233 Canterbury Court, Cincinnati, OH 45246.

During INDYPEX in September 1991, Ben Ramkissoon, Publications Chairman, brought five of us together to discuss future monographs and included

our work on Antigua in this meeting. Unanimous agreement between Michel Forand, Rob Wynstra, Fred Seifert, Ben, and myself resulted in determination to proceed even should Bill be unable to contribute as he had before. In view of Bill's health, I undertook to head up the work, with Rob acting to coordinate efforts and Michel to do the final editing. We set the end of 1993 for completion. While this seems ambitious, it can be met if only the help to write the undrafted sections comes in. All the sections that had already been published in the journal but were not on the computer were electronically scanned in order to have them as computer files.

To date several new sections have been drafted, and two sections previously printed have been updated. When I began to review older sections, it

became obvious that the amount of new data was impressive. Our knowledge since Bill and his contributors began work has increased. We do have more to give prospective buyers of the completed handbook than a mere rehash of the first efforts. Some of this new information is available in Robson Lowe's *The Leeward Islands*, a most welcome addition to philatelic literature, but our handbook will naturally contain much more details on Antigua than would have been possible to include in that book.

Part of our task was to develop a revised outline and to decide how much of the stamps and postal history of the island can be included in this effort. Those interested in the more modern stamps and postal history may feel neglected. We presently believe that the Antigua handbook should end with Associated Statehood in 1967. The final decision whether to stop there or continue to include more recent philately will depend to a great extent on whether anyone will volunteer to write those more modern sections. Unless someone does volunteers – and volunteers soon (i.e., by the end of May) – we will close the scope of the book at 1967.

But we need help from all collectors of Antigua

for all the other sections of the book. You may have that piece of data that none of us working on the book know about or have. What a shame it would be to learn that the book is incomplete because you did not furnish us the unique knowledge you have! Send your data to Mark W. Swetland, 32 Cat Brier Lane, Hilton Head Island, SC 29926. Send it now so that it does not get lost before you think of sending it.

Please examine the revised outline and let us have your comments. If you can help with a section not shown in the outline, let us hear from you now. We need help from collectors of air mail and sea mail and those who know the postal rates since 1900. Can you help with the early postal history of Antigua, including the section before 1700? We need you. If you collect paquebot cancellations used in Antigua, do let us hear from you. Do you collect Antigua revenues? Our data after 1890 is scant.

While I have contacted a number of collectors for help, please do not hesitate to offer your help on any section of the book. You may be able to help in the final preparation of a section already under way or in preparing a section not yet begun.

Antigua and Barbuda: The Postal History and Postage Stamps, 1685–1967 Proposed Outline

Preface

Part I – The Postal History

- General
- Packet and mail-boat service
- Internal service
- Postal markings
 - St. John's
 - Handstruck postage stamps
 - Postmarks
 - Ship Letter marks
 - Crowned-circle Paid marks
 - Other postal markings
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St Vincent: Notes on the Designers of the Victorian Engraved Issues, 1861–97

by JOHN HILSDON

Part of the fascination of our hobby is to try and assemble background information on the printers, artists, designers, and engravers of the issues we choose to study. The following notes contain what little information I have accumulated from various sources on those responsible for the St Vincent designs of 1861–97.

The St Vincent Essays

A letter to Perkins Bacon & Co. dated 24th September 1860, from Bouverie Alleyne, Colonial Secretary in St Vincent, requested the printers to prepare plates for 1d and 6d postage labels. Perkins Bacon replied on 30th October, enclosing a drawing, proposal to engrave, etc., for approval. The drawing was returned, approved, with confirmation of the order for plates and stamps.

In the Royal collection are six essays and a proof, while the R.P.S. has another proof and a proof of the engine-turned background.



Figure 1 — St Vincent 1861 1d design
(author's collection)

The portrait chosen (Figure 1) was engraved by C. H. Jeens from a drawing by E. H. Corbould that had been prepared for the first Ceylon issue.

Edward Henry Corbould

The following designs are noted as using this head, and can be compared to see the different interpretations given by the engravers:

1856	St Helena	William Humphrys
1857	Ceylon	" "
1859	Ionian Islands	Charles H. Jeens
1860	St Lucia	" "
1862	Antigua*	" "

*Although this is usually attributed to Jeens, am I alone in suspecting it was in fact the work of Humphrys? To my eyes the engraving lacks the usual softness and more "feminine" approach of Jeens.

Son of Henry Corbould, F.S.A, 1787–1844, whose drawing from the Wyon City Medal was used as a guide for the Heath brothers' engraving of the Great Britain 1840 dies. Edward married Jemima, daughter of Charles Heath. An accomplished artist, Edward, like his father before him, was employed by Perkins Bacon, mainly on work for book illustrations. In 1855 he drew a portrait of Queen Victoria that was used as a guide for designs by both Jeens and Humphrys for several colonial issues.

Charles Henry Jeens

Born in 1827, at Uley, Gloucestershire, Jeens was first educated at Nibley Academy. He was sent to Islington to study under a Mr Brain, who introduced him to the art of engraving. To further these skills, he then went on to work under the accomplished engraver, William Greatbach. He purchased a house in Camden Town and resided there until his death in 1879, at the age of 52 (Figure 2).

Much of his work was for the printers Perkins Bacon & Co. This included plates for book illustrations, banknotes, tax and fiscal stamps, and several postage labels of note. These were to include Bahamas, 1859; Antigua, 1862; Natal, 1859; Ionian Islands, 1859; and St Vincent, 1861. Jeens also worked in conjunction with William Humphrys on

several designs. These may have included South Australia, 1855; and Queensland, 1860. He was to engrave a series of superb portraits for the publishers, Macmillan & Co. Specimens of these can be found in the print room of the British Museum.



Figure 2 — Charles H. Jeens, self-portrait used in a J. E. Lea advertisement in the "London International Stamp Exhibition" Magazine" no. 4 (Spring 1950).

Archive letters reveal that Jeens was associated with many of the great artistic and literary men of the mid-Victorian era. These letters also reveal that although suffering ill health for several years, he was to continue engraving until shortly before his untimely death.

William Ridgway

"I am instructed to request you to have a plate engraved for stamps of the value of Five Shillings." This extract from a letter of 27th February 1880 by Edward Laborde to Perkins Bacon was to lead to the issue of a stamp described by Robson Lowe as one of the most beautiful classics of philately. The die and plate were completed on 20th April 1880. The design of Justice pouring out a Libation to Peace, surmounted by a scroll inscribed with the motto of the colony, "Pax et Justitia," and a crown above, all enclosed in an oval band containing the title and value, on an engine-turned background, is indeed a superb example of the draughtsmanship and engraving skill of Ridgway (Figure 3). Dispatched on 13th June 1880, the one printing of 2,000 in rose red (with an estimated 800 over-printed for revenue use) makes it a rare stamp. However, later printings from the plate by De La

Rue, 1888–96, in shades of lake, enable most to own an example of this classic design.



Figure 3 — Ridgway's design of the 1880 5/- stamp (author's collection)

Little is known of this artist's early life and education beyond the fact that he was born in London in 1830. F. J. Melville surmised that he may have been taught engraving by the Heath brothers (who prepared the G.B. 1840 1d). By 1854 he was producing plates from paintings by Holman Hunt, Andreas Müller, Gustave Doré, Sir E. J. Poynter, and others. After the death of his second wife in 1899, he suffered mental illness until his death in the Bethlem Royal Hospital. He was buried at Highgate Cemetery on 5th February 1900.

He is known to have engraved plates for banknotes, cheques, and stamps for several London printing firms. Ridgway also engraved the dies for the handsome Sarawak issues of 1869–75 and 1895. It is thought Ridgway engraved the head die of King Chulalongkorn for the Siam 1883 issue printed by Waterlow. Two proofs of the head were found among Ridgway's effects.

In 1879–80 Ridgway produced a series of dies for surface printing for Perkins Bacon, who were seeking to renew their G.B. stamp printing contracts. It was most unusual for an artist to be skilled in the craft of both intaglio and *en épargne* work.

On 1st September 1881, St Vincent joined the Universal Postal Union. One of the basic rates was to be a halfpenny. St Vincent had never had a half-

penny stamp, and so provisionals were prepared by overprinting 12 sheets of the 6½d in red, twice on each stamp.

On 8th August 1881 Augustus F. Gore, Colonial Secretary, ordered from Perkins Bacon "a new Plate for a Halfpenny stamp." Ridgway was asked to prepare a die. By 15th October 1881, the die and plate had been completed, and the invoice was dated 16th November (Figure 4). A total of 1,000 sheets of 60 stamps, in an orange shade, were delivered. This issue, with the 1d drab, was to be the last printed for St Vincent by Perkins Bacon before the contract was transferred to De La Rue. In the Royal Philatelic Collection are three proofs showing various stages in the preparation of the die.



Figure 4 — Halfpenny plate proofs by De La Rue (author's collection)

The halfpenny head is something of an optical illusion. Although appearing smaller, measurement reveals the same dimensions as Jeens' head (compare Figures 1 and 5).

If one takes into account that these early stamp engravers did not have the advantage of modern optical and magnification technology, then it becomes apparent how skilled these master craftsmen were (Figure 6). Indeed, calculation reveals that in Jeens' head there are areas where one can clearly observe 64 burin cuts within a 2 mm square. The example used was from the 1879 printing of the 1d in black — a Perkins Bacon masterpiece — under magnification of x4.

Portraits of the Designers/Engravers

What little research the writer has managed, has turned up just two portraits of Jeens, and none of Corbould, Humphrys, or Ridgway. This is surprising as one would have thought that these artists

would indulge in self-portraits. If anyone of our readers know of portraits, or background information on the subjects under review, then please submit it to the editor or writer.

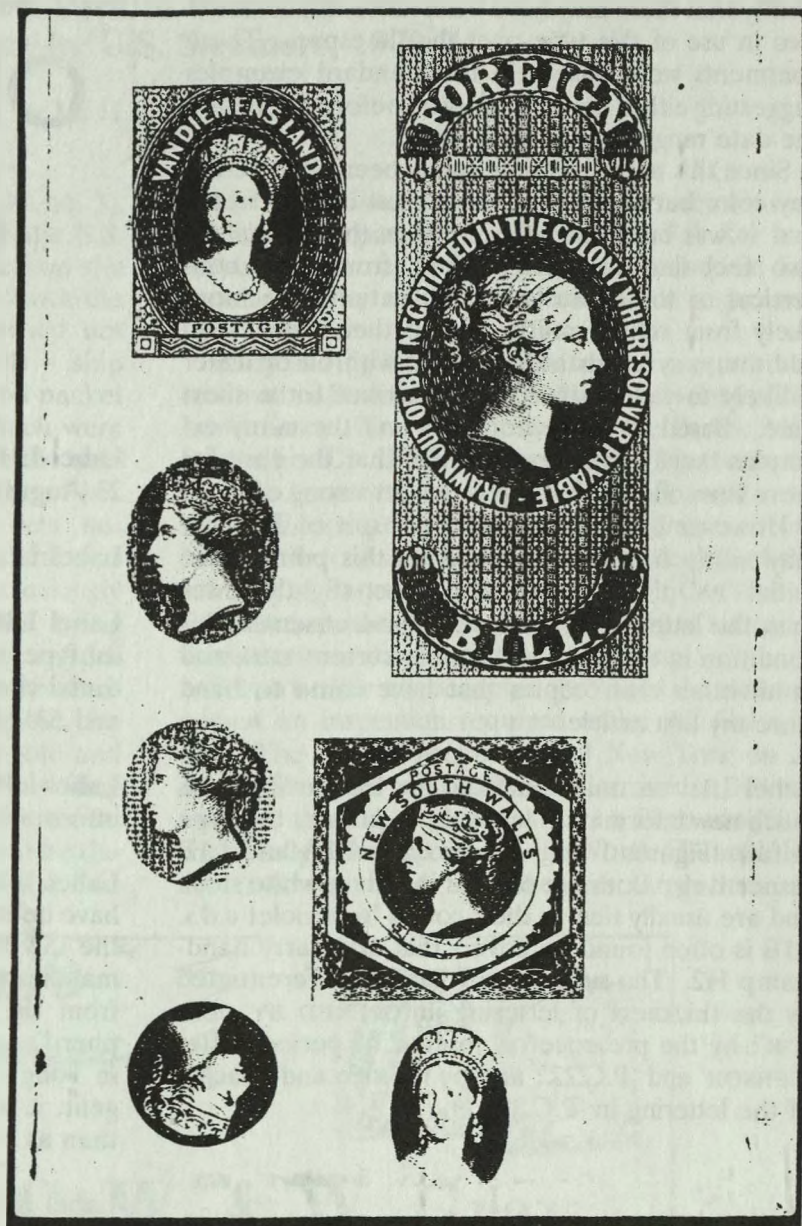


Figure 5 — Ridgway's design of the 1881 ½d stamp (author's collection)

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- Louis E. Bradbury. *The Stamp Lover* (1924):156–60.
 John Easton. *British Postage Stamp Design*. London: Faber, 1945; pp. 38, 44–6.
 Fred J. Melville, "William Ridgway, engraver," *The Stamp Lover* 16, no. 7 (December 1923):141–3.
 A. D. Pierce, J. L. Messenger, and R. Lowe. *St Vincent*. London: Robson Lowe, 1971; pp. 20, 51, 52, and 58.
 J.W.M. Stone. "William Ridgway as an *en épargne* engraver," *The London Philatelist* (November 1964): 213–16.
 John Woolford. "Philatelic peregrinations: a St Vincent masterpiece of design." *Gibbons Stamp Monthly* (December 1991):95.

Figure 6 — Perkins Bacon composite die proof, illustrating some of the Jeens and Humphrys heads, prepared for Tasmania (Chalon head), Antigua, St Lucia, and New South Wales. The "foreign bill" example is based on the William Wyon head, used for various coins and medals (current whereabouts unknown).



Update on Dominica Censors

by BILL ASHLEY

My article entitled "Dominica Censors Revisited" (see BCPJ W/N 159) drew five responses and much new information. Many thanks to Charles Freeland, Barry Friedman, Frank Gilberg, Tim Twedell, and Horst Augustinovic for their remarks, notes, and photocopies. I thought that my material's early/late dates were quite strong, but in one case a correspondent's new LKD was quickly surpassed by that of

another writer — almost frightening!

The considerable quantity of new information received leads me to account for all the types in the notes below.

Handstamp H 1: no new information provided.

Handstamp H2: the mail brought no extensions to

the date range, but there was discussion on the possibility that there may have been more than one device in use of this type over the timespan. These comments were based on non-standard examples suggesting either heavy wear (well before the end of the date range) or a different size.

Since this mark has only rarely been reported in any color but violet, it seems almost certain to me that it was made of rubber rather than metal. I also feel that distorted strikes (from, say, non-vertical or too-enthusiastic application) are more likely from rubber marks due to their "give." In addition, any handstamp cleaned with oil or water is likely to yield rather strange strikes for a short time. Based on such rationales and the many examples that I have viewed, I feel that the case for more than one handstamp is not get strong enough.

However I have observed one trait of H2 that may aid in further discussions on this point. The initial 'PA' of this handstamp is set slightly lower than the letters which follow. I have observed this condition in the current EKD, the current LKD, and in all other clear copies that have come to hand since my first article.

Label L1: an omission from my first article plus much new information leads me to present this type in full. Figures 1 and 2 show types L1A and L1B respectively. Both are printed in red on white stock and are usually tied to their covers by a violet c.d.s. L1B is often found on covers that also carry handstamp H2. The subtypes are readily differentiated by the thickness of lettering in 'OPENED BY CENSOR'; by the presence or absence of periods after 'CENSOR' and 'P.C.22'; and by the size and spacing of the lettering in 'P.C.22'.

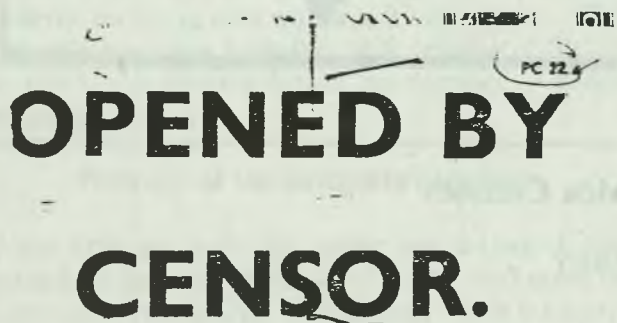


Figure 1 — Type L1A

Label L1A (thick 'PASSED BY CENSOR'; the period after 'P.C.22' may be slightly raised): EKD = 1 March 1941; LKD = 19 March 1941.

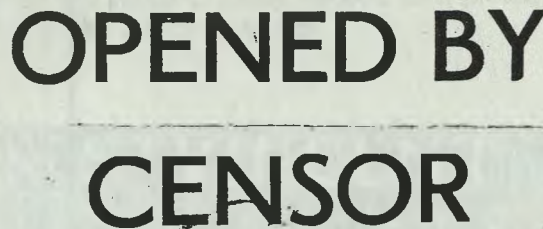


Figure 2 — Type L1B

Label L1B (thinner 'PASSED BY CENSOR'): EKD = 23 August 1941; LKD = 12 May 1942.

Label L2: a new LKD of 29 November 1943

Label L3A (known in the previous article as "first subtype"): a new EKD of 1 December 1943; additional censor numbers have been reported: 1, 26, and 53.

Label L3B (previously "second subtype"): no new information received.

Label L4: additional censor numbers 29 and 30 have been sighted. And one writer awakened me to the fact that the three examples in our possession match one another for 'IB/952' but differ somewhat from the example which appeared in Tony Shepherd's seminal article in *Roses*. Since the lettering in Tong's example seems weaker rather than divergent, it strikes me as a case of underinking rather than as a new subtype.

Label L5: a new EKD of 2 February 1945, a new LKD of 4 May 1945, and an additional censor number of 65.

I close with a question based on this final LKD. My *Britannica* reveals that the "German war" ended on 6 May 1945, a date that fits quite cosily with the last known Dominica censor mark. But what of the "Japanese war"? Did BWI censorship die out around 8 May 1945, or did it continue well along towards Japan's surrender on 2 September 1945?

Reference

Tony Shepherd. "Dominica." In *West Indian Censorship Devices*, edited by Geoffrey G. Ritchie. *Roses* handbook no. 2. Harrogate, U.K.: *Roses Caribbean Philatelic Society*, 1977; pp. 79-82.

New York to Bermuda Mail Service by U.S. Steamers, 1870-74

by M. H. LUDINGTON

In the July 1984 issue of the journal (vol. 24, no. 3), Dr C. Kilbourne Bump told the story of the S.S. *Fah Kee*, the first American mail steamer on the New York-Bermuda route under contract with the Bermuda government. The *Fah Kee* carried not only passengers and cargo, but also mails - ship mails to the United States and Canada, and packet mails in sealed bags for Great Britain, which were transferred by the New York post office to the next transatlantic steamer. He told how, in spite of her regularity and reliability, her contract was not renewed in the summer of 1870 because she was proving to be too small to carry the increasingly large cargoes of early spring vegetables being exported to the New York market between April and June. During this "crop season," the produce had to be transported as quickly as possible, for refrigeration on board ships was not available and entire cargoes could be ruined if carried in sailing vessels delayed by bad weather or contrary winds. Even when carried in steamer, cargoes could be damaged if they arrived during a heat wave; the *Ber-*

muda Royal Gazette reported at least one occasion when a large part of the cargo of the *Fah Kee* had to be thrown out because the ship arrived in hot weather. The solution was to find a larger and faster steamer.

Early in July 1870, a tender for the contract was received in Bermuda from William H. Webb of 200 Lewis Street, New York, owner of the Pacific Mail Steamship Co. Webb offered one of his steamers, the *San Francisco*, for the New York-Bermuda service. His company at this time ran steamers from New York to Aspinwall, on the Atlantic side of the isthmus of Panama, and from Panama City to San Francisco on the Pacific side, and had just started a service across the Pacific to Hong Kong.

Webb's offer was accepted, provided the steamer passed an inspection required under the Colonial law. The *San Francisco* cleared New York on 27 July 1870, sailed on the 30th, and arrived at Hamilton on 3 August. Although under a Bermuda pilot, she briefly went aground in the North Channel, for at 1,149 registered tons, she was larger than any



Figure 1 — Letter from John Tory Bourne, former Confederate agent in St Georges, to London, with St Georges types K2 'B/1' and P5 of 6 DE 71. Rate: 7d, 5d credit to G.P.O. in red crayon. Per "San Francisco" on her last trip before breaking her contract until March 1872; sailed 7 December, arrived New York on the 12th; per "Wisconsin" (Guion Line) on the 13th, arrived Queenstown on the 23rd; London Paid 23 DE 71 in red.

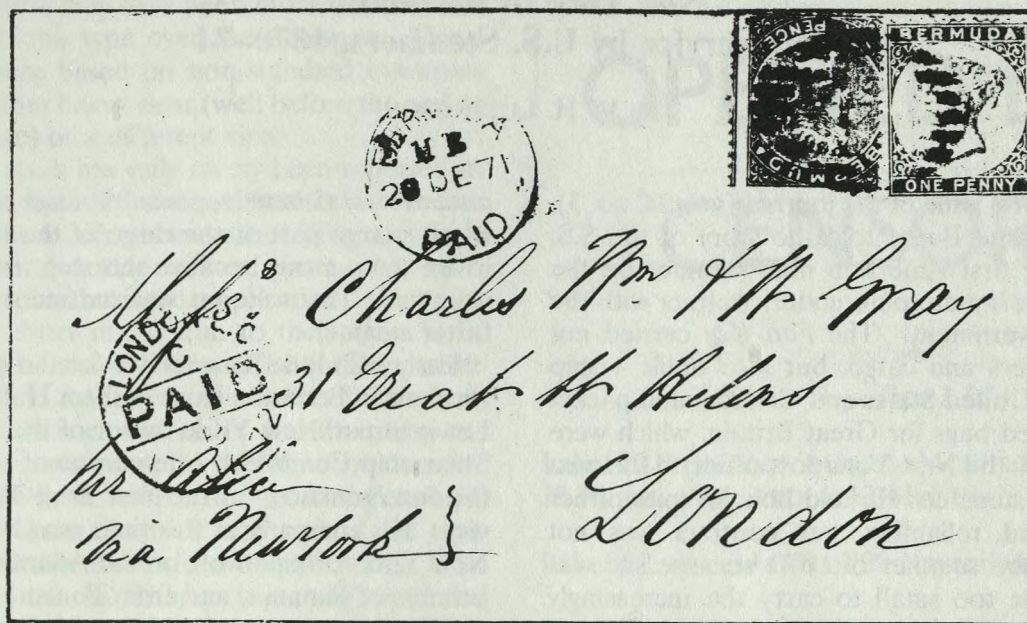


Figure 2 — From Mangrove Bay to London, with Mangrove Bay types K1-4 and P5 of 28 DE 71. Rate: 7d (credit to G.P.O. not marked). Per brigantine "Alice" on 30 December, arrived New York on 5 January 1872; per "City of Washington" (Inman Line) on the 6th, arrived Queenstown on the 16th; London Paid 17 JA 72 in red.

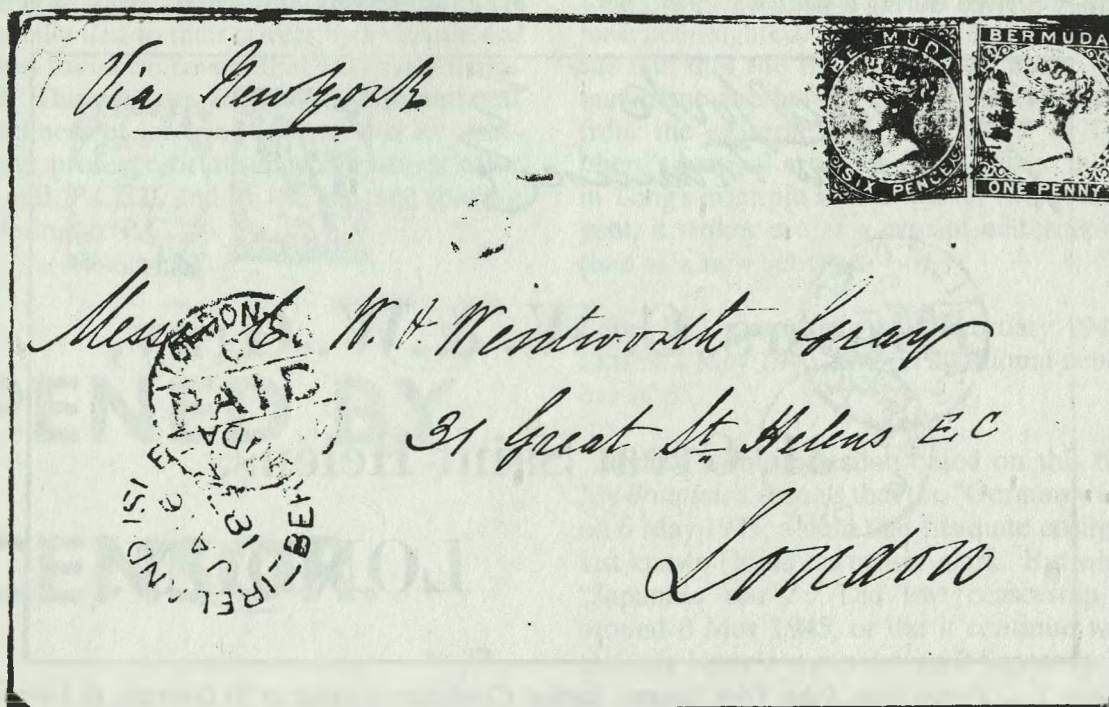


Figure 3 — From Ireland Isle to London, with Ireland Isle types K1-3 and PM5 of JA 16 1872. Rate: 7d, 5d credit to G.P.O. in red crayon. Per "Northumbria," a chance Anchor Line steamer, from St Georges on 18 January, arrived New York on the 24th after a stormy passage; per "City of Brooklyn" (Inman Line) on the 27th, arrived Queenstown on 5 February; London Paid 5 FE 72 in red.

vessel that had up to that time attempted to sail regularly in and out of Hamilton Harbour. The *San Francisco* did not sustain any damage in this incident.

The *San Francisco* was built in 1853 by William J. Lyon of Philadelphia, as the *Keystone State*. She was a wooden hulled, side-wheel vessel, 219' long, 35'6" beam, 21'6" deep, and 15' draft – about the maximum for safe passage into Hamilton Harbour in the early 1870s. She had a single side-lever engine, which gave her a normal speed of 8 to 9½ knots. Her cargo capacity was 8,844 barrels, as compared with the 4,353 tons of the *Fah Kee*.

Her first owners, the Ocean Steam Navigation Co. of Philadelphia, used her as a coastal passenger and cargo vessel to Savannah. In 1859 she was chartered by Vanderbilt's Atlantic and Pacific Mail Steam Ship Co. to run between New York and Nicaragua. When the Civil War broke out, she was chartered on 19 April 1861 by the U.S. Navy and purchased outright three months later. By June 1863 her armament consisted of one 150-lb Dahlgren rifle, six 8" guns and two 32-lb rifled guns and smaller arms, which increased her tonnage to 1,364. Except for a month (September to October 1862) when she was at Philadelphia for repairs, she was attached to the South Atlantic Blockading Squadron. She captured, either alone or with other ships, the blockade runner *Elizabeth* on 29 May 1862 and three schooners. On 31 January 1863, while patrolling off Charleston, S.C., she was attacked by the

Confederate ironclad ram C.S.S. *Chicora* and seriously damaged, with the loss of 40 of her crew and the wounding of many others. She was about to strike her colors, but as the *Chicora* slowly approached, the *Keystone State* found she had enough steam up to move away, and with the help of the U.S.S. *Memphis*, escaped capture and was towed to Port Royal, S.C., where she remained for the next six months, undergoing what repairs could be provided there. In June 1863, she was able to go to Philadelphia for permanent repairs and modifications, and on 30 October she joined the North Atlantic Blockading Squadron. On 5 November 1863 she assisted in the capture of the blockade runner *Margaret and Jessie* off Wilmington, N.C. In 1864 she captured, or assisted in the capture of, the *Caledonia* on 30 May, *Siren* on 5 June, the *Rouen* on 2 July, the *Lilian* on 24 August, and the *Elsie* on 5 September. She took part in both attacks on Fort Fisher, at the entrance to the Cape Fear River, on 24 December 1864 and 15 January 1865.

Sold out of the Navy on 25 September 1865, her new owner, Marshall O. Roberts, refitted her, renamed her *San Francisco*, and returned her to the Nicaragua route. Sold in 1867 to the North American Steamship Co., she was sold again in 1868 to William Webb. By this time, she had space for "96 First Class passengers and 48 Other Classes."

The *San Francisco* passed the Bermuda inspection and sailed at noon on 9 August 1870 for New

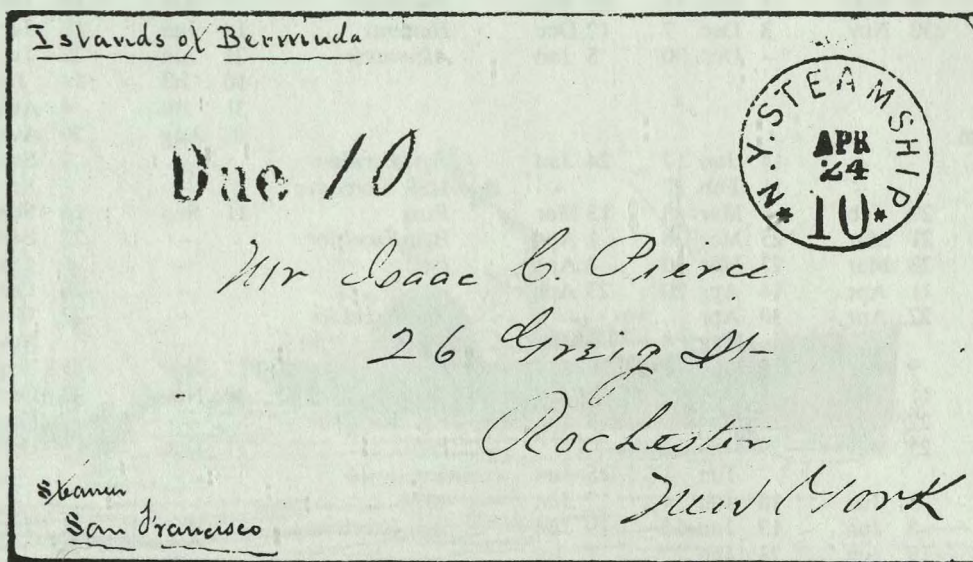


Figure 4 — Ship letter from Hamilton to Rochester, N.Y.
Per "*San Francisco*" on 20 April 1872, arrived New York on the 23rd (evening);
N.Y. STEAMSHIP / APR 24 / 10 (cents due) and 'Due 10',
figure in blue crayon; no arrival datestamp.

Packet Mails Between Bermuda and England in Sealed Bags via New York, 1870-74

New York-Bermuda-New York Service

Vessel	Left N.Y.	At Bermuda	Arr. N.Y.	Vessel	Left N.Y.	At Bermuda	Arr. N.Y.
1870				1872 (cont.)			
<i>San Francisco</i>	30 Jul	3 Aug 9	13 Aug	<i>San Francisco</i>	22 Jun	26 Jun 29	c30 Jul
	18 Aug	22 Aug 27	31 Aug		18 Jul	22 Jul 26	c30 Jul
	8 Sep	12 Sep 18	22 Sep	<i>Bgt. Excelsior</i>	23 Jul	31 Jul	
	29 Sep	4 Oct 9	12 Oct			Aug 9	15 Aug
	- Oct	25 Oct		<i>San Francisco</i>	8 Aug	12 Aug 16	19 Aug
		Nov 2	6 Nov		29 Aug	2 Sep 6	9 Sep
	10 Nov	14 Nov 19	23 Nov		19 Sep	23 Sep 27	30 Sep
	1 Dec	(5 Dec) *	(3Feb)		10 Oct	14 Oct 18	22 Oct
<i>Guiding Star</i> from U.K.		13 Dec 17	21 Dec		4 Nov	9 Nov 12	15 Nov
					23 Nov	21 Nov 30	4 Dec
				<i>Magnolia</i>	14 Dec	18 Dec 21	25 Dec
1871				1873			
<i>Perit</i>	31 Dec	5 Jan 11	16 Jan	<i>Bgt. Excelsior</i>	-	- Jan 14	19 Jan
	20 Jan	24 Jan 30	3 Feb	<i>Rapidan</i>	25 Jan	30 Jan	
	11 Feb	16 Feb 20	24 Feb			Feb 4	9 Feb
<i>San Francisco</i>	2 Mar	7 Mar 11	15 Mar	<i>Bgt. Excelsior</i>	29 Jan	5 Feb 15	-
	23 Mar	27 Mar		[No packet mails reported in <i>Bermuda Royal Gazette</i> until:]			
		Apr 1	5 Apr	<i>Perit</i>	19 Mar	23 Mar 28	c1 Apr
	13 Apr	18 Apr 22	27 Apr	<i>Albemarle</i>	25 Mar	29 Mar	
	4 May	9 May 13	18 May			Apr 3	7 Apr
	c25 May	29 May				Apr 17	21 Apr
		Jun 2	7 Jun	<i>Hatteras</i>	10 Apr	15 Apr 17	21 Apr
	15 Jun	19 Jun 24	c28 Jun	<i>Albemarle</i>	16 Apr	20 Apr 24	30 Apr
	6 Jul	10 Jul 14	18 Jul		24 Apr	27 Apr	
	27 Jul	31 Jul				May 1	6 May
		Aug 5	8 Aug	<i>Hatteras</i>	-	- May 8	
	c17 Aug	21 Aug 26	29 Aug	<i>Albemarle</i>	8 May	13 May 16	-
	7 Sep	12 Sep 16	19 Sep	<i>Hatteras</i>	16 May	20 May 23	27 May
	28 Sep	2 Oct 6	10 Oct	<i>Albemarle</i>	23 May	27 May 30	3 Jun
	19 Oct	24 Oct 28	31 Oct	<i>Hatteras</i>	29 May	3 Jun 8	11 Jun
	9 Nov	13 Nov 18	22 Nov	<i>Albemarle</i>	6 Jun	10 Jun 12	16 Jun
<i>Bgt. Alice</i>	c30 Nov	3 Dec 7	12 Dec	<i>Hatteras</i>	14 Jun	18 Jun 21	25 Jun
	-	- Dec 30	5 Jan	<i>Albemarle</i>	21 Jun	25 Jun 28	1 Jul
					10 Jul	14 Jul 18	c22 Jul
					31 Jul	4 Aug 7	10 Aug
					21 Aug	26 Aug 28	1 Sep
1872				<i>Bgt. Excelsior</i>	-	- Sep 1	7 Sep
<i>Northumbria</i> from				<i>USS Worcester</i>	-	- Sep 4	**
Gibraltar etc.	-	14 Jan 17	24 Jan				
<i>Bgt. Excelsior</i>	-	11 Feb 17	-				
<i>San Francisco</i>	29 Feb	5 Mar 8	13 Mar		11 Sep	16 Sep 19	24 Sep
<i>Metropolis</i>	21 Mar	25 Mar 28	1 Apr	<i>Bgt. Excelsior</i>	-	22 Sep 29	5 Oct
<i>San Francisco</i>	23 Mar	27 Mar 30	3 Apr	<i>Perit</i>	-	9 Oct 11	16 Oct
	11 Apr	14 Apr 20	23 Apr		-	28 Oct 31	5 Nov
	27 Apr	30 Apr		<i>Bgt. Excelsior</i>	-	27 Oct	
		May 4	9 May			Nov 6	15 Nov
<i>Metropolis</i>	9 May	13 May 16	20 May	<i>Perit</i>	11 Nov	15 Nov 20	25 Nov
<i>San Francisco</i>	11 May	15 May 18	22 May		29 Nov	3 Dec 6	11 Dec
<i>Metropolis</i>	22 May	26 May 30	3 Jun	<i>Bgt. Excelsior</i>	-	- Dec 8	16 Dec
<i>San Francisco</i>	25 May	29 May		<i>Perit</i>	17 Dec	24 Dec 29	4 Jan
		Jun 1	c5 Jun				
<i>Metropolis</i>	5 Jun	10 Jun 14	17 Jun	1874			
<i>San Francisco</i>	8 Jun	13 Jun 15	19 Jun	<i>Bgt. Excelsior</i>	-	2 Jan 10	-
<i>Metropolis</i>	19 Jun	23 Jun 27	1 Jul				

- Dates not found; * ran aground and was damaged; ** to Norfolk, Virginia.

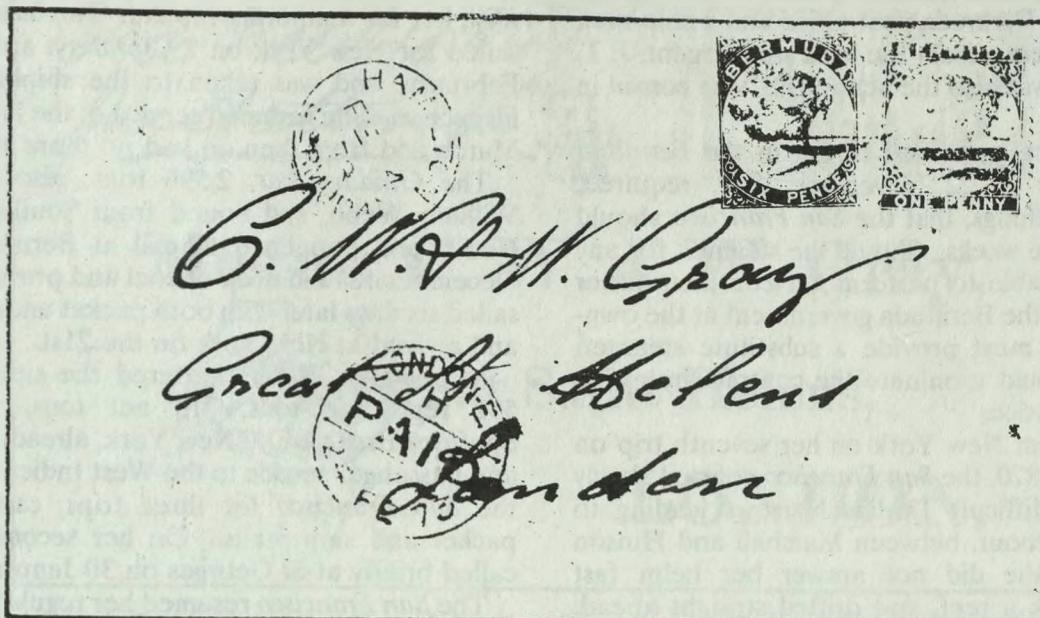


Figure 5 — From Hamilton to London, with Hamilton types K1-2 and H1 of FE 4 73. Rate: 7d.
Per "Rapidan," which made one round trip and obtained the contract for her sister-ships.
Sailed on 4 February, arrived New York on the 9th; per "Wisconsin" on the 12th,
arrived Queenstown on the 23rd; London Paid 24 FE 73 in red.

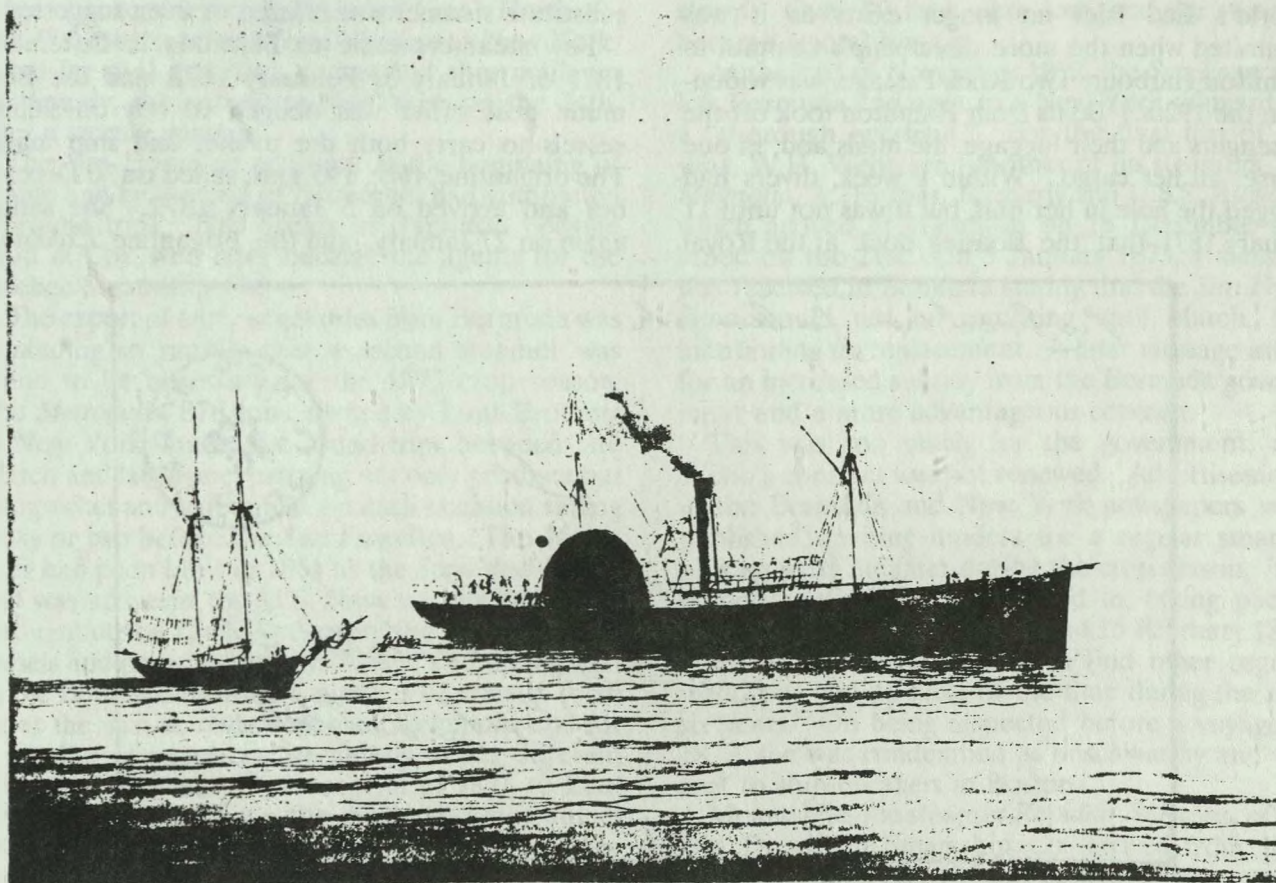


Figure 6 — S.S. "Albemarle" picking up the crew of a foundering schooner, August 1873;
watercolor drawing by Edward James in the Bermuda Archives.

York, carrying both a sealed packet mail for England from the Bermuda post office and a ship mail for North America from the local ship's agent, J. T. Darrell, who was also the acting U.S. vice consul in Hamilton.

The contract, published in full in the *Bermuda Royal Gazette* of 22 November 1870, required, among other things, that the *San Francisco* should sail every three weeks. Should the steamer, for any reason, be unable to perform her contract, either the owner (or the Bermuda government at the owner's expense) must provide a substitute steamer. Either side could terminate the contract by giving six months' notice.

Arriving from New York on her seventh trip on 5 December 1870, the *San Francisco* coasted slowly through the difficult Timlins Narrows leading to Hamilton Harbour, between Marshall and Hinson Islands, but she did not answer her helm fast enough, struck a reef, and drifted straight ahead. The rocks had torn a large hole in her wooden hull, flooding the engine room and extinguishing her fires. As she was sinking, the jib was raised to help her move into shallower water, and she went aground in about 13 feet of water off a small islet called World's End, off Point Shares, Pembroke. (World's End Islet no longer exists as it was dynamited when the more direct ship's channel to Hamilton Harbour, Two Rock Passage, was widened in the 1920s.) Boats from Hamilton took off the passengers and their luggage, the mails and, in due course, all her cargo. Within a week, divers had plugged the hole in her hull, but it was not until 11 January 1871 that the floating dock at the Royal

Naval Dockyard, Ireland Island, became available to raise her for temporary repairs. The *San Francisco* sailed for New York on 29 January, arriving on 3 February, and was taken to the shipbuilders for inspection. She resumed service at the beginning of March and from then on had no more accidents.

The *Guiding Star*, 2,596 tons, also owned by William Webb, and bound from Southampton to New York, happened to call at Bermuda on 12 December 1870 in need of coal and provisions. She sailed six days later with both packet and ship mails, and arrived at New York on the 21st.

Meanwhile, Webb chartered the steamer *Perit*, 592 registered tons, 713 net tons, owned by Spofford Bros. & Co., New York, already in a cargo and passenger service to the West Indies, to replace the *San Francisco* for three trips, carrying both packet and ship mails. On her second trip, she called briefly at St Georges on 30 January 1871.

The *San Francisco* resumed her regular sailings at the beginning of March and carried on satisfactorily until early December, leaving on the 7th and arriving in New York on the 12th. Two days later, a message was sent on behalf of William Webb, who was in Australia at the time, stating that the steamer was being withdrawn until March 1872; no substitute steamer was offered or even suggested.

Few steamers came to Bermuda in December 1871 or January or February 1872, and the Bermuda post office was obliged to rely on sailing vessels to carry both the packet and ship mails. The brigantine *Alice*, 195 tons, sailed on 30 December and arrived on 5 January 1872. She sailed again on 27 January, and the brigantine *Excelsior*,

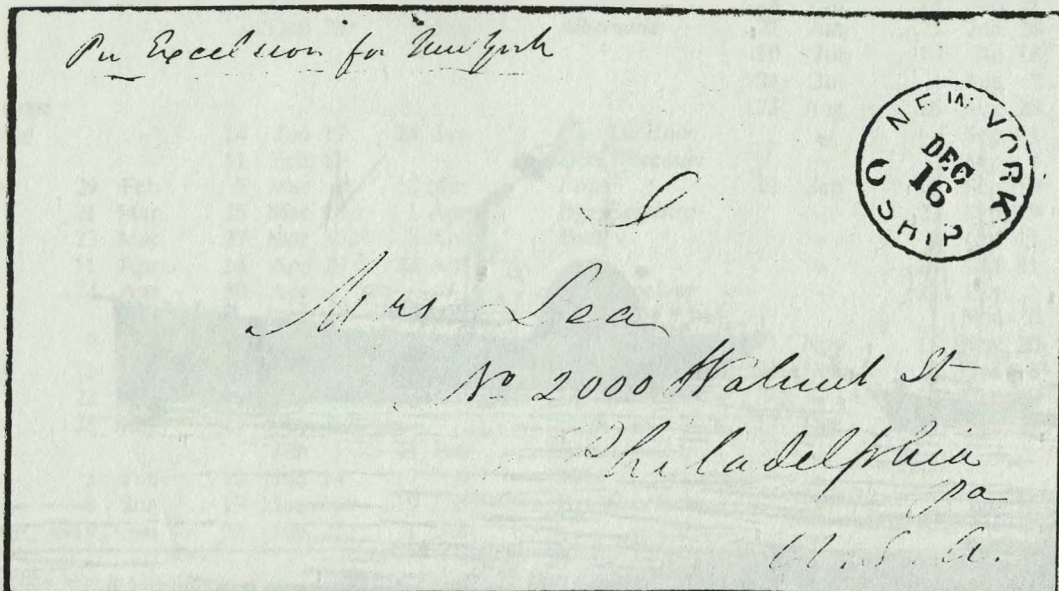


Figure 7 — Cover to Philadelphia with letter enclosed, headed Hamilton 8 December 1873; ship letter. Per brigantine "Excelsior" on 9 December, arrived New York on the 16th; 'NEW YORK 6 SHIP / DEC 16' and '6' (cents due) in pencil; no arrival datestamp.

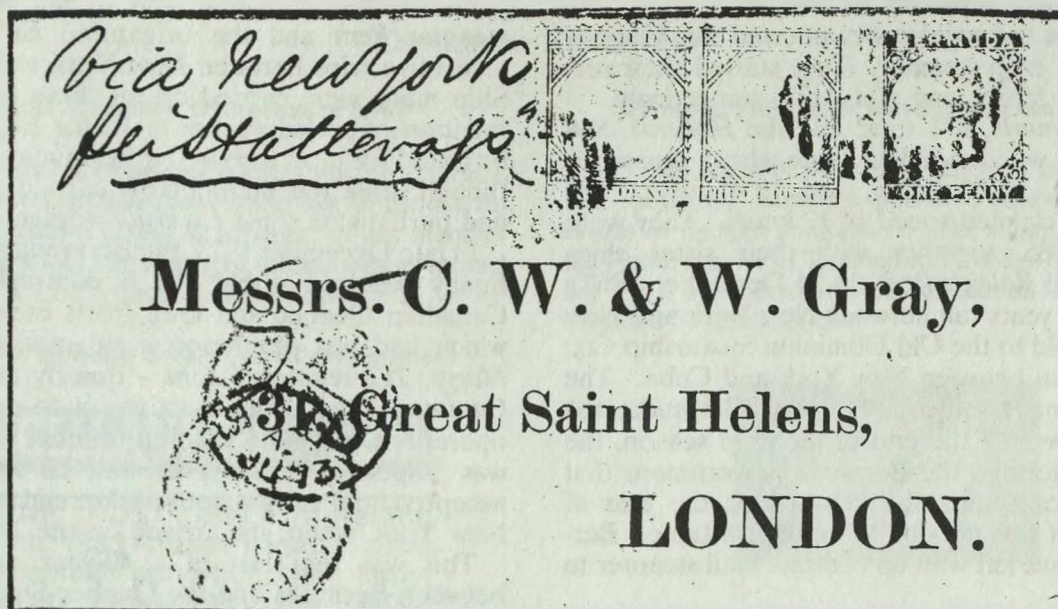


Figure 8 — Letter to London from John Tory Bourne, with St Georges types K2 'B/1' and H3 of JUN 5 1873. Rate 7d, 5d credit to G.P.O. in red crayon. Per "Hatteras" 6 June, arrived New York on the 11th; per "Westphalia" (HAPAG) on the 12th, arrived Plymouth on the 22nd; London Paid 23 JU 73 in red.

125 tons, sailed on 19 February, but their arrivals were not found in the *New York Times*. In addition, a chance steamer, the Anchor Line's *Northumbria*, 900 tons, in transit from Messina to New York, called for coal and took packet and ship mails on 18 January; she arrived in New York on the 24th, after a stormy passage.

The *San Francisco* returned at the beginning of March and by the end of November had completed 15 round trips. Her agents in Hamilton became Trott & Cox, who later became the agents for the Quebec Steamship Co.

The export of early vegetables from Bermuda was expanding so rapidly that a second steamer was found to be necessary for the 1872 crop season. The *Metropolis*, 878 tons, owned by Lunt Brothers of New York, made five round trips between late March and late June, carrying not only produce but also packet and ship mails, on each occasion sailing a day or two before the *San Francisco*. The *Metropolis* had been built in 1861 as the *Stars and Stripes* and was active in the U.S. Navy on blockade duty throughout the Civil War, capturing several sailing vessels and one steamer, the *Laura*, and taking part in the bombardment of a number of coastal forts. After the war, she was renamed *Metropolis* and for a number of years ran irregularly under different owners to Havana. She was sold in 1871 to Lunt Brothers. She became the extra crop steamer in 1872, as mentioned, and again in 1874, until her engines broke down at the end of May. After repairs at the Ireland Island dockyard, she returned to New York, but never came to Bermuda again. In January 1878, bound for Brazil with railway supplies

and 248 mechanics and laborers, she was driven onto the Outer Banks of North Carolina in a severe storm. Over 90 lives were lost, and the steamer became a total loss.

At the end of November 1872, the *San Francisco* left Bermuda and went to a New York shipyard for a "thorough overhaul." For the final trip of the year, W.H. Webb sent another of his steamers, the *Magnolia*, 1,216 tons, formerly the U.S.S. *Augusta*, which arrived at Hamilton on 18 December and sailed on the 21st. On 3 January 1873, a message was received in Bermuda stating that the *San Francisco* would not be returning until March, and mentioning no replacement. A later message asked for an increased subsidy from the Bermuda government and a more advantageous contract.

This was too much for the government, and Webb's contract was not renewed. Advertisements in the Bermuda and New York newspapers were published, inviting tenders for a regular steamer plus an extra steamer during the crop season. The brigantine *Excelsior* again filled in, taking packet and ship mails on 14 January and 15 February 1873. The *San Francisco*, unable to find other regular work, was laid up most of the time during the next six years. On being inspected before a voyage in 1879, she was condemned as unseaworthy and was sent to ship-breakers in Boston.

Meanwhile, the steamer *Rapidan*, 868 tons, of the Old Dominion Steamship Co. arrived from New York on 30 January 1873 to apply for the contract, which she obtained after an inspection, and she sailed on 4 February with packet and ship mails. In actual fact, the *Rapidan* never returned to Ber-

muda, but was replaced by her sister ships, the *Albemarle* as the regular steamer and the *Hatteras* as the extra crop steamer. They started their services in late March and mid-April, respectively.

The *Albemarle*, 871 tons, and the *Hatteras*, 868 tons, were wooden-hulled, side-wheel steamers, 171'6" long, 33'6" beam, and 19'4" deep, 350 h.p., with a claimed speed of 12 knots. They were built in 1865, together with their sister ships *Rapidan* and *Raleigh* (lost on 24 December 1867), and for two years ran between New York and New Orleans. Sold to the Old Dominion Steamship Co., they then ran between New York and Cuba. The *Albemarle* made ten round trips to Bermuda; the *Hatteras*, five. At the end of the crop season, the company informed the Bermuda government that they were cancelling the contract at the end of August, as it was proving to be unprofitable. Bermuda was thus left with no contract mail steamer to New York.

USS *Worcester*, formerly USS *Manitou*, a 3,000-ton, wooden-hull screw frigate, was on a courtesy visit to Bermuda in late August 1873, and her commanding officer, Rear Admiral Scott, offered to take both packet and ship mails when his ship sailed for Norfolk, Virginia, on 4 September. This is the only known occasion in the 19th century when civilian mails from Bermuda were carried by a U.S. war ship. No letters by this mail have yet been identified.

During the next four and a half months, the steamer *Perit* and the brigantine *Excelsior* each made five trips between New York and Bermuda. Ship mails were carried on all these trips, but no mention of sealed packet mails for England could be found for most trips in the Bermuda newspapers, though some was undoubtedly carried on the *Perit* and perhaps on some *Excelsior* voyages.

In late December 1873, the Bermuda government finally received a bid for a contract from the Canadian Quebec and Gulf Ports Steamship Co., which had just purchased a steamer, the *Juan J. Muggs*, 712 registered tons – quickly renamed the *Canima* – and planned to use it to expand their operations beyond Canadian waters. The *Canima* was inspected between 21 and 26 January, was accepted, and carried both packet and ship mails to New York, where she arrived on the 31st.

This was the start of a 40-year collaboration between Bermuda and the Quebec Steamship Co., with ever larger and more frequent sailings, under revised contracts, which only came to an end during World War I.

Sources

The Bermuda Royal Gazette.
The Bermuda government archives.
The New York Times.
Erik Heyl, *Early American Steamers*

Turks Islands Essays

by MICHAEL WILSON

Recently, Stanley Gibbons in London offered for sale six essays made by De La Rue for three values for the 1894 Universal Keyplate Design, additional to the issued 4d and 5d values. Since these essays are not mentioned in Challis' handbook of the Turks and Caicos Islands, I feel that for the sake of completeness they should be recorded here.

The three new values proposed were 1d, 6d, and 1s. Each essay was produced in both monochrome and bicolour, imperforate on unwatermarked gummed paper, as illustrated. The 1d is in carmine and also with the duty plate in violet; the 6d is in yellow-brown and also with the duty plate in blue-green; the third value, 1s, is in sepia and again the bicolour version has the duty plate in violet.

The duty tablets are hand-painted, except in the 6d, where only 'TURKS ISLANDS' is hand-painted, the value being printed.

Going back to an earlier auction catalogue, I see that a similar lot was then offered. This comprised a sheet with three general keyplate designs, and these six universal keyplate essays, the whole being dated and initialled on Dec 29th 1893, and dated again, in ink, 1.1.94. There was a 1d value of both types, the 6d as described above and a 1s in both types, the colour being described as chocolate rather than sepia.



As the 5d value was also produced in this essay form and in its issued colours, I would think it probable that the 4d value also exists, though I have not seen it. In conclusion, I add that, much as I regret it, these items are not in my collection, and so I do not write with first-hand knowledge.

Caribbean Round-Up

St Lucia Statehood Overprints of 1967

Robert J. Devaux is compiling information for an article on this controversial issue and would like to include information on known errors or varieties. If any member has or knows about varieties and errors, please contact Bob at P.O. Box 525, Castries, Saint Lucia, W.I.

From the "Nothing Escapes Gale" Department

MISCELLANEOUS 300

GENUINE POST office travelling branch. 1983 Nissan Vanette, good mechanical condition, fair body, officially used 1983-1992. \$4000 FOB Florida. E. R. Brooks, Postmaster General, Anguilla B.W.I. 809/497/2528. (5050/26)

From *Stamp Collector*, 9 January 1993
(contributed by Dr Gale Raymond)

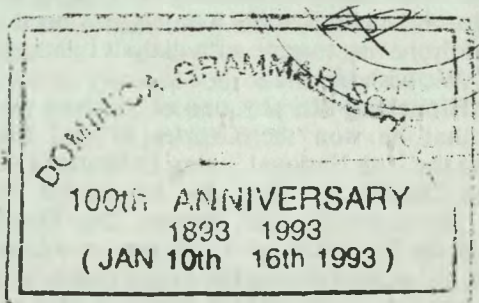
Bahamas Official Overprint?

Steve Drewett sends a photostat of the Bahamas Queen Elizabeth 6d definitive of 1954 (S.G. 208), with a black 'O' overprint. He reports that he has not seen this before and can find no record of its use. Can anyone throw any light on this item?



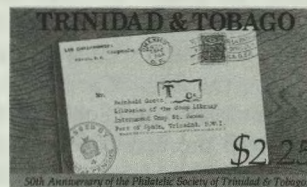
Dominica Commemorative Cachet

Peter Bylen sends in a wrapper from Roseau bearing a dated ('JAN 10th 16th 1993'), double-rectangle cachet celebrating the centenary of the Dominica Grammar School. The cachet is struck in purple.



Trinidad Philatelists Have Their Own Stamp!

John Chay has sent what may well be a first: a stamp that specifically honors a philatelic society on the occasion of its 50th anniversary. The stamp, released by the Postal Service of Trinidad and Tobago on 30 December 1992, commemorates the foundation in 1942 of the Trinidad Philatelic Society.



The story behind this release, which is written by John himself, is so interesting that the rest of it is reproduced here:

"The stamp valued at \$2.25 depicts an envelope mailed from Mexico and addressed to 'Mr Reinhold Goetz, Librarian of the Camp Library, Internment Camp St. James, Port of Spain, Trinidad, B.W.I.' The envelope was mailed in Mexico on January 6, 1941 and was censored in Trinidad. The censor opened the envelope on the left side and resealed it with kraft gum tape. The censor applied his circular rubber-stamp (TR/1B) on the lower left corner of the envelope: 'PASSED BY POSTAL CENSOR' (crown in center). Mr Reinhold Goetz was a founding member of the philatelic society.

Mr Reinhold Goetz was born on December 14, 1905 in Germany of German-Jewish parentage and took up the profession of a stamp dealer as a young man in Hamburg, soon establishing his name among advanced stamp collectors there.

He managed to escape from the Nazi regime and arrived in Trinidad in 1939 to be housed in the internment camp at St. James where he was appointed librarian. Unfortunately, his mother did not survive the concentration camp in Germany.

Mr Goetz together with Mr R. J. David and Mr J. Ryan thought of forming a philatelic society in Trinidad in 1939. This became a reality on May 12, 1942 and he, as founding member, took the post of assistant honorary secretary and librarian. Ten years later he became the president.

Mr Goetz was the proprietor of the West India Stamp Company at 108 Frederick Street and in May 1948 was a principal organiser of the Caribbean International Stamp Exhibition at White Hall, Port of Spain. His collection won awards at many international exhibitions.

He married Ducie Le Gendre on April 12, 1952 and his son, Dr. Lester Goetz, a urologist at the San Fernando General Hospital, remembers many Saturday mornings soaking stamps for him at the back of his office.

In 1960 Mr Goetz was made an honorary life member of the philatelic society in recognition of his long and outstanding services to the society.

Following a short illness in 1961 he returned to Hamburg and the Black Forest for medical treatment. He never recovered fully and died in Hamburg on December 17, 1963 and was buried in the famous Ohlsdorf Cemetery, Hamburg, in the family plot. His collection was reputed to be auctioned by the West German government following his death, and there has been no trace of it since.

The society was known as the Trinidad Philatelic Society from 1942 to 1986; in 1987 the name was changed to the Philatelic Society of Trinidad and Tobago.

Over the past fifty years the society has held numerous exhibitions, including the First Caribbean Intercolonial Stamp Exhibition in 1948, the Society's Silver Jubilee Exhibition in 1967 and the Exhibition to mark 50 years of Airmail in T&T in 1977. Members of the society have done much research into the postal history of T&T. The society has published the *Trinidad Philatelic Review*

(1946-57) and *The Bulletin* from 1960.

The society was instrumental in having the Lady McLeod stamp recognised officially as Trinidad's first postage stamp. A stamp issue was released in 1972 to commemorate the 125th Anniversary of the Lady McLeod stamp.

One member of the philatelic society has served on the Stamp Advisory Committee of the Postal Service since their inception. Over the years, members of the philatelic society have designed many T&T issues, a few of which are the 50th Anniversary of Airmail in T&T (1977), the Tobago Stamp Centenary (1979) and the World War II issue (1991). This 50th Anniversary of the Philatelic Society of T&T stamp was designed by the late Mr W.B. Carr, who served as PSTT President 1984-92.

The Philatelic Society of T&T holds its monthly meetings the second Wednesday every month, 7.45 p.m. at St. Mary's College, Frederick St., Port of Spain. All visitors are welcome! The address of the Philatelic Society of T&T is P.O. Box 596, Port of Spain, Trinidad, W.I."

People, Events, and Places

Recent Appointments

Resignations and illness have resulted in several Group positions becoming vacant over the past year or so. This has made it necessary to look for replacements, and we are happy to report the following appointments.

Mark Swetland is the new Group Leader for Antigua, replacing Bill Cornell, whose ill health no longer enables him to carry on these duties.

Robert Wynstra has been appointed Publicity Chairman in replacement of Mike DeLise, who has recently resigned from this position.

Chuck Cwiakala has accepted an invitation to become the Advertising Manager for the journal, filling a position that has been vacant for more than a year.

Cliff Abram has been appointed New Issues Editor for the journal, filling another position that has been vacant for nearly a year.

Finally, readers should note that **Cyril Bell** is now responsible for coordinating the distribution of the Group's monographs.

Congratulations to all appointees! Readers should note that the names and addresses of the appointees appear on the inside front cover, in the masthead, or in the list of monographs. Do not hesitate to contact them if you have any question or comment regarding their area of responsibility.

The Edward F. Addiss Memorial Fund

The BCPSG Trustees have overwhelmingly approved the establishment of the Edward F. Addiss Memorial Fund, which will be financed from the bequest that Ed left to the Group in his will. That bequest will take the form of an amount to be earmarked for the Group from the

proceeds from the sale of Ed's collections.

The actual bequest will be managed in a separate account, with the accrued interest to be devoted mainly to enhancing and integrating the Group's public relations activities. Lee Addiss, Ed's widow, is in full agreement with these decisions. Members desiring to make individual donations to the Fund should write to the Treasurer for details.

It is hoped that an announcement can be made in the next issue of the journal about the actual amount of the bequest and the name of the person who will be in charge of managing it.

Personalities

Chemical & Engineering News recently reported that **Quintus Fernando**, a long-time member of the BCPSG, and fellow chemists at the University of Arizona in Tucson have developed a process to separate rare-earth elements from other elements (and from each other) in an ore without using a strong acid or base. The process, which has potential scientific applications, has been patented on behalf of the university by a private corporation.

Thanks to **Kil Bump** for sending the clipping about Dr Fernando. Kil himself, unfortunately, has been in poor health lately, having to cope with dialysis treatment twice a week. We wish him well.

Colm Hinneburg-Murphy, one of our Irish members, reports that he won the Charles O'Neill Memorial Trophy at the Irish National Stamp Exhibition (STAMPA), held last October at Cork, for his exhibit on "The History, Development, and Present Day Situation of Cricket in the West Indies." Colm reports that although cricket is not ranked among the major games in Ireland, this did not distract the judges, who not only gave him

the first place in the thematic section but awarded a STAMPA silver medal to his exhibit. On 48 sheets, Colm traced the history and development of cricket in the West Indies, from the early tentative years to the first Test Cricketers from the islands, and then the rise to world status and the World Cups. Congratulations!

Many BCPSG members – indeed, many people around the world – know **Gale Raymond**, a man who combines courage with self-deprecating, tongue-in-cheek humor. How many know that when he went to Cambodia in March and April 1992 as a member of the U.N. Truce Observer team, this was the 13th war in which he was acting in one capacity or another? Benefiting from special waivers for his age and knee problems (thanks to a stamp-collecting friend at U.N. headquarters in New York!), he served on the team as a field geographer, re-mapping Cambodia and – probably the true object of this mission – making new friends. During his travels in Cambodia, the French troops of the U.N. Truce team made him an honorary Chef de Poste (postmaster) of their *Bureau Postal Militaire*! Gale also received two U.S. medals for U.N. duty, and then one from the U.N. itself for duty in Cambodia.

Linn's Stamp News recently reported the death of **Frederick W. Doolittle Jr** at the age of 81. Mr Doolittle, a former BCPSG member, was a collector of Tobago stamps. Those who have an interest in this area will remember the sale of his remarkable collection by Sotheby's in October 1980.

BCPSG Meetings: A Reminder

The following information was printed in recent editions of the journal, but some members apparently missed it. The Group's meetings over the next few years will be held as follows:

- 1993 at FLOREX 93, Orlando, Florida, November 5-7
- 1994 at BALPEX 94, Baltimore, Maryland, September 3-5
- 1995 in Barbados; for information, please contact Mrs Mary Green, 6 Shandre Close, Rendezvous Terrace, Christ Church, Barbados, W.I.
- 1996 [not yet determined]
- 1997 at PACIFIC 97, San Francisco.

A Proposed Get-Together in Toronto

Received from **John Tyacke**: "The entire **Colin H. Bayley** collection of Barbados, as advertised on the back cover of the December 1992 journal, will be sold at the Maresch auction in Toronto at 2 p.m. on Thursday, 1 April. If any member are interested in a get-together on this occasion, I would be happy to coordinate one. Please let me know of your availability. – JOHN TYACKE, 1 Ottawa Street, Toronto, Canada M4T 2B5; tel. (416) 963-4376; FAX (416) 925-5129."

At NAPEX 93, a Gathering of Islands

Michael D. Mueller, an officer of the St Helena, Ascension and Tristan da Cunha Philatelic Society, is coordinating efforts to set up a "small islands" society table at NAPEX 93, which will take place on June 4-6 at the Sheraton National Hotel (Columbia Pike and Washington Blvd) in Arlington, Virginia. Several philatelic societies (Pitcairn Islands, Tonga, and Bermuda, in addition to the St Helena, Ascension and Tristan da Cunha P.S.) have already agreed to have representatives sitting at the table during the show to greet visitors and give them information about society activities. BCPSG members in the Washington area who are planning to attend the show and who would like to represent the Group at the table for an hour or two are invited to contact Mr Mueller and make arrangements with him. If there is a Group representative at the table, he/she can be provided with copies of the promotional brochure to be distributed to interested visitors. Contact Mr Mueller at 3201 Wisconsin Ave. N.W., Apt. 401, Washington, DC 20016.

Third Annual Philatelic Exhibition in B.V.I.

The British Virgin Islands Philatelic Society will hold its third annual stamp exhibition at Barclays Bank in Road Town, Tortola, on 13 and 14 March 1993. The theme for this year's exhibition will be "Journey Through Time, 1493-1993: Exploring 500 Years Through Stamps."

Exhibitors from Great Britain, the United States, Italy, Bangladesh, Nevis, and the British Virgin Islands will be displaying material at the show. In addition, the original artwork and proofs of the Michael Jackson issue will be shown by a local collector. A mini-bourse will also be held. A special postmark will be used for the two-day event. Thanks to Vernon Pickering for sending a copy of the announcement of this event.

Membership Drive

In an attempt to make the BCPSG better known among collectors of British Caribbean stamps and postal history, President Jay Fredrick has obtained from the American Philatelic Society a list of its members who have indicated that they collect that area (nearly 900!). A first mailing to about 114 APS members (enclosing the BCPSG's new promotional brochure) has resulted in nine new membership applications so far, which is quite a decent outcome.

Jay, incidentally, wishes to thank all those who sent him greetings at Christmas 1992. He deeply appreciates the cards, and regrets that he has been unable to respond to all of them personally.

New Publication

BRAD ARCH, *Bermuda Registration Labels* (published by the author in December 1992, and available from him at 144 Hamilton Avenue, Clifton, NJ 07011: U.S., \$3; foreign, \$4 surface or \$5 airmail).

In 24 pages, the author (a BCPSG member) catalogues and illustrates all of the 225+ different labels that he has recorded for Hamilton and for 24 other Bermuda post offices (including several that have been discontinued or

consolidated with others) between 1909 and 1992. This includes the Hamilton types inscribed 'PHILATELIC BUREAU', 'GOVERNMENT OFFICES', 'P.B.O.' (Private Business Organizations), 'PARCEL POST', etc. The number attributed to each variety is prefixed by the letter S, C, or A, based on a three-category typology established by the author: perforated sheet and coil labels, and imperforate self-adhesive labels. Recorded years of usage are provided for each type. About two dozen registered covers showing actual usage of the labels are also illustrated. - M.F.

Secretary's Report

by PETER KAULBACK

New Members

All applicants listed in the December 1992 issue of the journal have been admitted to membership in the BCPSG.

Membership Applications

AITKEN, Bruce G., 42B Spencer Hill Road, Corning, NY 14830; collects pre-QEII used stamps of the British West Indies (except Bahamas, British Guiana, British Honduras, Bermuda), also postmarks of St Vincent (QV engraved), Barbados, Dominica, Trinidad; sponsored by J. L. Fredrick.

BURGESS, Ivan R. W., P.O. Box 1543, Grand Cayman, Cayman Islands; collects Cayman Islands, Newfoundland; sponsored by R. V. Swarbrick.

DELANEY, John L., 10001 Windstream Drive, Watermark Place #108, Columbia, MD 21044; collects Canada, space shuttle, British Caribbean; sponsored by G. J. Raymond.

ELIAS, Peter C., P.O. Box 540566, Grande Prairie, TX 75054; collects St Vincent postmarks, postal history, fakes and forgeries, revenue stamps; sponsored by G. J. Raymond.

FODEN, Richard, Résidence de la Planta 79, CH-1223 Cologny, Switzerland; collects Turks Islands, Turks and Caicos Islands, British Guiana, South Africa 1¢ Ship value; sponsored by F. Roett.

GULLICKSON Jr., Glenn, 217 Holly Road, Hopkins, MN 55343-8515; collects U.S., Canada, Leeward Islands, British Virgin Islands; sponsored by J. L. Fredrick.

HENRIQUES, Charles, 8405 S.W. 81st Terrace, Miami, FL 33143-6639; collects Jamaica, Cayman Islands, Leeward Islands, New Zealand, Australia and States; sponsored by J. L. Fredrick.

JONES, Brian (Dr), 15207 - 78th Avenue, Edmonton, Alberta, Canada T5R 3C8; collects Cayman Islands; sponsored by J. L. Fredrick.

KING, George L., 100 Lynbrook Circle, Dewitt, NY 13214; collects Bermuda keyplates, Bermuda-related censored covers; sponsored by M. Forand.

MCMACKIN, Hugh J., P.O. Box 36A86, Los Angeles, CA

90036; collects war tax stamps; sponsored by J. L. Fredrick.

MELVILLE, Ernest G., 36b Collens Road, Maraval, Trinidad, W.I.; collects BWI, specializing in Barbados, Trinidad, Tobago, and Trinidad and Tobago; sponsored by J. L. Fredrick.

NAPPER, David E., 56 Witch Lane, Rowayton, CT 06853; collects U.S., British Guiana/Guyana, St Lucia; sponsored by J. L. Fredrick.

ROGERS, Benson T. (Dr), 12 Jaczenko Terrace, Hamilton, Ont., Canada L9B 1T8; collects St Lucia, British Guiana, Newfoundland; sponsored by J. L. Fredrick.

ROMERO, Lloyd A., 207 John F. Kennedy Blvd., Lawnside, NJ 08045; collects British, Spanish and Dutch islands of the Caribbean, Bermuda, Belize; sponsored by J. L. Fredrick.

ROWAND, Robin E., 8 Jason Drive, North Brunswick, NJ 08902; collects Bermuda, Jamaica, Barbados; sponsored by J. L. Fredrick.

SMITH, Carlos A., 88-15 144 Street, Apt 1G, Jamaica, NY 11435; collects old stamps of the New World; sponsored by J. L. Fredrick.

Life Memberships

FORAND, M.

TOWERS, R.

Honorary Life Memberships

ADDISS, Lee

CORNELL, William G.

Resigned

AINSLIE, A. D.

Address Changes

BAKER, J. W., The Oaks, Glen Road, Newton Harcourt, Leicester, LE8 0FH, U.K.

PRAPPAS, Dempsey: change Suite 100 to Suite 200.

The Awards List

Compiled by PAUL LARSEN



CHICAGOPEX 92, October 30–November 1, Rosemont, Illinois
 FLOREX 92, November 6–8, Orlando, Florida
 INDYPEX 92, September 11–13, Indianapolis, Indiana
 MERPEX 92, September 5–6, Mount Laurel, New Jersey
 MIDAPHIL 92, November 20–22, Kansas City, Missouri
 NORDIA 92, October 8–11, Kristiansand, Norway
 PHILITEX 92, October 28–November 2, New York, New York
 SESCAL 92, October 9–11, Los Angeles, California
 STAMPA 92, October, Cork, Ireland



- Addiss, Ed: *The "Town" Cancels of British Honduras*, PHILITEX 92, large silver
 Arnell, Jack: *Handbook of Transatlantic Mail*, PHILITEX 92, silver-bronze; *Transatlantic Mail Study Group* (newsletter), PHILITEX 92, bronze
 Bowman, George: "The Rowe Connection from WIAE to Pan Am," MERPEX 92, gold, best in miscellaneous class
 Giraldi, Tom, and Peter McCann: *Postal History of the Cayman Islands*, PHILITEX 92, large silver
 Hinneburg-Murphy, Colm: "The History, Development and Present Day Situation of Cricket in the West Indies," STAMPA 92, Charles O'Neill Memorial Trophy (for best entry in the thematic class)
 Ludington, Morris, and Michael Rego: *The Furness Line to Bermuda*, PHILITEX 92, silver-bronze
 Manchester, Diana: *Postage Rates of Germany, 1906-1923*, PHILITEX 92, silver-bronze
 McCann, Peter: "Turks and Caicos Islands," MIDAPHIL 92, gold
 Prappas, Dempsey: "Leeward Islands, 1890–1954," FLOREX 92, vermeil; "Leeward Islands, 1890–1956," MIDAPHIL 92, vermeil
 Ramkissoon, Ben: "Thirty Five Years of Space Exploration," INDYPEX 92, silver-bronze; Space Topics Study Unit award; "Trinidad Airmail," CHICAGOPEX 92, vermeil; "Postal Stationery of Trinidad and Tobago, 1879–1954," MIDAPHIL, Reserve Grand, gold
 Schnell, Roger: "Danish West Indies, 1748 to 1905," NORDIA 92, Grand Prix Nordique, gold; "Stamps of East Saxony – OPD Dresden," FLOREX 92, vermeil
 Schumann, Steve: "Sarawak Postal Stationery," SESCAL 92, Reserve Grand, gold
 Stern, Jim: "Early Cayman Islands Registration," FLOREX 92, gold, Modern Postal History award
 Toeg, Victor: *Leeward Islands Adhesive Fees Stamps*, PHILITEX 92, silver-bronze

Note also that Edmund Bayley's *The Stamps of Barbados* has received the 1992 American Philatelic Congress–Diane D. Boehret Award for excellence in philatelic literature; and Roger Schnell has received the Erani P. Drossos Award for his article on "Caribbean Purser Mail of the Hamburg American Packet Line" in the 1992 *Congress Book*.

The Earliest Nevis Mail, 1662

by ROGER G. SCHNELL, M.D.

Pre-stamp mail from the small Caribbean Island of Nevis is unusual. However, a pre-1700 letter from Nevis that is undoubtedly among the earliest recorded letters ever sent from the Caribbean to Europe, is a real rarity (see front cover of the journal). This is especially true when one considers that the Pilgrims had landed in North America only 42 years earlier in 1620, and that Nevis was not colonized until 1628. Almost all the examples of major West Indies correspondences appear after 1700. These include the Codrington correspondence, 1743–1807; the Plantation papers reported by Maycock, the Tudway correspondence, as well as examples of mail carried by the Dummer packets.

This Nevis letter, dated September 9, 1662, concerned a financial transaction and was addressed to "Mr. Richard Southwall near Billiter Lane on Fenchurch Street, London." Sent via the *Bristow*, a private vessel or merchant ship, and marked "Q.D.C." (the initials of "quam Deus conservet" or "quem Deus conservet," Latin for "which God preserve" [ship] or "whom God preserve" [ship master]), the letter arrived in London on November 19th – 71 days later. It is significant in that the letter arrived at the London post office safely, and did so without the aid of a packet boat service, surviving potential pirate attack and the unpredictable weather of the Atlantic Ocean.

The letter's safe arrival is significant as the English postal system was in its infancy. Charles II, upon returning from the Netherlands, had just instituted the Postal Act of 1660. This act was the foundation of the British postal organization uniting domestic and foreign post offices under one postmaster general. Also included within this Act was a provision requiring all non-packet boat mail to England to be handed to the local postmaster at the port of entry. Since no penalties were imposed, the provision had little effect. Delivery to the postmaster at a port did not become common practice until the 1670s, when Colonel Whitley instituted the practice of giving the ship captain 1d for each letter or packet delivered. Additionally, the letter shown here does not bear any postal rate markings as the postal act of 1660 did not address West Indian postal charges. It was not until 1703 that a rate of 9d per letter sheet was established for mail to and from Nevis.

This letter also demonstrates the early use of the

Bishop mark, first used by Henry Bishop after he was appointed postmaster general in 1660. The marking showed the day and month in which the letter passed through the port; the earliest recorded example is April 19, 1661.

A review of my records and of John Tyacke's indicates that this is possibly the earliest example of Nevis mail. I would be very interested to hear of any earlier examples of West Indian mail or any additional comments.

References

- Robson Lowe. *Leeward Islands*. London: Christie's Robson Lowe, 1990.
- Howard Robinson. *Carrying British Mails Overseas*. New York: New York University Press, 1964.
- Oliver R. Sanford and Denis Salt. *British Postal Rates, 1635 to 1839*. Postal History Society (U.K.), 1990.

Bermuda Collectors Society

The Bermuda Collectors Society came into being in 1986, when a small group of founding members decided to financially support an organization dedicated to studying and exchanging information regarding the postage stamps and postal history of Bermuda. The BCS has been designated an affiliate (Unit No. 186) of the American Philatelic Society.

By 1992, the membership had grown to over 225, a remarkable achievement for any specialist society. While a majority of the members are resident in the United States, there are many representing the United Kingdom, Canada, Australia, New Zealand, Hong Kong, Switzerland and elsewhere, not to forget the Bermuda contingent.

Although many BCS members correspond directly with their fellow members, the principal link with other society members is through the quarterly issues of the *Bermuda Post*, the society's official publication, edited by Reid L. Shaw.

The *Bermuda Post* articles are extensive, covering the gamut of the island's philatelic spectrum, with typical issues containing data ranging from the classics and watermark varieties, to military and the local railroad postal history, and even picture postcards. The *Bermuda Post* has been awarded a silver-bronze medal at CAPEX, the Reserve Grand Award at COLPEX, and a vermeil medal at a national APS convention.

The Bermuda Collectors Society conducts annual auctions; participation is available only to members. The

varied lot listings contain material for both the novice and advanced collector, and include both postage stamps and postal history.

The BCS is publishing two philatelic literature references in 1993. The first will be a comprehensive *Bermuda Catalog/Handbook*, which will detail and price the postage stamps and postal history of the island. Proofs and essays, charity labels, meters, aerophilatelia, NASA tracking station covers, the local railroad stamps, and many other esoteric and otherwise little-known items will be documented and valued for the first time.

The second 1993 publication will be the *Bermuda Aerophilately* monograph. This reference will not only list complete data encompassing all of Bermuda's air mail postal history from 1919 to the present, but will include a large amount of support and reference information, allowing the syllabus to be a primer for the aerophilatelist.

Annual membership dues (subscriptions) are \$22 for those resident in the U.S.A., Mexico and Canada; \$25 for the Caribbean, European and Latin American regions; and \$27 for the Asia-Pacific and Far East countries.

Further information is available from the BCS Secretary-Treasurer, Thomas J. McMahon, 86 Nash Road, Purdys, NY 10578. If more convenient, inquiries may be directed to the U.K. Representative, Stuart M. Babbington, Murray Payne Ltd., P.O. Box 1135, Axbridge, Somerset BS26 2EW, England.

[Press release]

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