

# BRITISH CARIBBEAN PHILATELIC JOURNAL

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*Original 1/2d essay for Antigua's  
Tercentenary issue*  
(see article by Mark Swetland on page 4)

#### Other Features

*St Thomas and British Caribbean Mail*  
*Bermuda-Halifax Mailboats*  
*Leeward Islands Postal Stationery*

*Also BCPJ Index, 1991-93*



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VICE PRESIDENT	Dr Russell V. Skavaril, 222 East Torrence Road, Columbus, OH 43214-3834; tel. & fax (614) 261-6628
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EDITOR	Mr Michel Forand, P.O. Box 20145, Ottawa, Canada K1N 9P4; tel.: (613) 789-4933; fax: (613) 789-4280
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PUBLICITY CHAIRMAN	Mr Robert J. Wynstra, 1104 S. Garfield Avenue, Urbana, IL 61801-4936; (217) 367-9802

### Study Group Leaders

ANGUILLA	Dr Gale J. Raymond, P.O. Box 35695, Houston, TX 77235; Dr R. A. Ramkissoon (see address above)
ANTIGUA	Mr Mark W. Swetland, 32 Cat Brier Lane, Hilton Head Islands, SC 29926-1054
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TURKS AND CAICOS ISLANDS	Dr P. P. McCann (see address above).



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**EDITOR: Michel Forand, P.O. Box 20145, Ottawa, Canada K1N 9P4**

**Tel.: (613) 789-4933; Fax: (613) 789-4280**

AWARDS EDITOR: Paul A. Larsen, 14 Wilson Court, Park Forest, IL 60466

CARIBBEAN ROUND-UP EDITOR: John F. Bethell, P.O. Box N-7061, Nassau, Bahamas

NEW ISSUES EDITOR: Cliff Abram, New London, R.R. 6, Kensington, PEI, Canada, C0B 1M0

REPORTER-AT-LARGE: Gale J. Raymond, P.O. Box 35695, Houston, TX 77235

ADVERTISING MANAGER: Charles E. Cwiakala, 1527 S. Fairview Avenue, Park Ridge, IL 60068

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**NOTE**

**If you have not paid your 1994 dues, this is the last issue you will receive.**

**!!!**

**ATTENTION**

**!!!**

**1994 ANNUAL MEETING**

**CHANGE OF DATE AND VENUE**

The site and date of the Group's 1994 meeting have been changed.

The meeting will take place on October 1st  
during Philadelphia National Stamp Exhibition 94  
at King of Prussia (near Philadelphia).

See details on page 19.

## Antigua: The 1932 Tercentenary Stamps

by MARK W. SWETLAND

[Note: This is a revised and updated version of an article that appeared in the journal in 1977 and that will form part of the proposed Antigua handbook. Anyone with information adding to or correcting this article is urged to pass on this knowledge to the author at 32 Cat Brier Lane, Hilton Head Island, SC 29926-1054, USA.]

THE RELEASE OF ANTIGUA'S FIRST commemorative stamp issue on 27 January 1932 commemorated the 300th anniversary of the settlement of the island by a party from St Christopher under the leadership of Edward, son of Sir Thomas Warner. Apart from the so-called omnibus issues (of which the 1935 issue celebrating the Silver Jubilee of King George V was the initial example), the Tercentenary issue was to be Antigua's only commemorative set until 1961, when the Nelson's Dockyard issue was released.

The *Leeward Islands Gazette* for 16 July 1931 contained the following announcement from the Office of the Colonial Secretary (Edward Baynes):

The Government are prepared to authorise the issue of a special postage and revenue stamp for Antigua to celebrate the tercentenary of its colonisation in 1632, and the public are invited to submit designs for such stamps. Designs should be symbolic of some historical event connected with the Island, or show some historical place such as the Dockyard or Fort James. The words 'Antigua' and 'Postage and Revenue' and the face value of the stamp should be included in the design. A prize of Five pounds is offered for the design accepted by the Governor in Council whose decision in the matter shall be final. It is proposed that the special issue should be on sale for one year from the 1st of January, 1932.

The Crown Agents sent a request to printers on 5 August 1931, asking them to tender to design and print the stamps, adding "the stamps ... should be of a pictorial nature, to be produced by the 'intaglio' or direct plate process, but alternative offers may be made by the surface printed method." A tender form accompanied the letter, which also stated that offers were to be received by noon on 26 August 1931. The only tender seen to date is that from Thomas De La Rue & Company, which is filed in the De La Rue Correspondence Books in

the National Postal Museum, London. It is dated 25 August 1931 and states that "proofs of the dies in triplicate and subsequently colour proofs (in triplicate) in colours (to be specified) are to be submitted to the Crown Agents for approval before printing is commenced." The tender also states that "428 additional specimens of each value perforated with the word 'specimen' will be required to be provided when supplies of the stamps are ordered."

With their tender, De La Rue submitted two essays: a green ½d design (shown on the front cover of the journal) and an orange 1s design. (When I viewed the Correspondence Book in 1985, it still contained one copy of each, but the Museum staff promptly removed them for safe-keeping!)

The De La Rue story concludes with a letter from the Crown Agents on 29 October 1931 saying that their tender had not been accepted and the designs were being returned, and De La Rue's reply of 30 October, acknowledging receipt of the registered letter returning the designs. Two copies of each design are believed to have been submitted and returned, but this is not certain.

The designs were to be symbolic of historical events connected with the island or show a historical place, such as Dockyard or Fort James. The Gibbons catalogue states that Waterlow staff prepared the designs of the lower values, ½d to 2s6d. Both Gibbons and the philatelic press at the time the stamps went on sale reported that Mrs J. Goodwin prepared the design of the 5s stamp. According to G. H. Holmes, a former BCPSG member who has resided in Antigua since 1961, Mrs Goodwin was born Florence Gabriel Edgehill. She married Willie Goodwin in 1917, and later moved from Antigua to Florida. Her cousin, Helen Goodwin, has said that Mrs Goodwin was noted for her artistic talent.

According to Easton (1958), the Nelson's Dockyard and Government House designs (Figures 1 and 2) came from photographs and the Victory design (Figure 3) from an historic painting. The Victory is depicted at the time of Nelson's last visit to the Dockyard in 1805, according to Anderson. The design of the ship shown on the 5s stamp (Figure 4) has been the subject of controversy. Ralph



## CHECKLIST

<i>Value</i>	<i>Color</i>	<i>Design</i>	<i>Gibbons No.</i>	<i>Scott No.</i>
½d	green	Dockyard	81	67
1d	scarlet	"	82	68
1½d	brown	"	83	69
2d	grey	Government House	84	70
2½d	deep blue	" "	85	71
3d	orange	" "	86	72
6d	violet	Nelson's Victory	87	73
1s	olive-green	" "	88	74
2s/6d	claret	" "	89	75
5s	black and chocolate (frame)	Warner's Vessel	90	76



Figure 1



Figure 2



Figure 3



Figure 4

E. Lewis in 1964 maintained that the ship shown could not have been Warner's because it embodied features of both a galleon of the earlier Spanish Armada period and a ship-of-the-line of a later Royal Navy period. Lewis believed that the actual Warner ship would have been a smaller galleon. E. W. Argyle of the Ship Stamp Society (U.K.) and the director of the National Maritime Museum at Greenwich both later supported this view.

#### *Physical Characteristics*

The stamps were printed in sheets without plate numbers. The only marginal markings are the black sheet numbers in the top right selvedge, and the imprint "Waterlow & Sons Limited, London Wall, London, E.C." in very small lettering, centered in the bottom selvedge. Each sheet contained 120 stamps, according to the Crown Agents's records. The vertical stamps (½d, 1d, 1½d, 5s) were in sheets consisting of 10 vertical columns of 12 stamps each, while the sheets of the remaining values (horizontally arranged) had 12 columns of 10 stamps each.

The stamps were designed by Waterlow & Sons

staff, except for the 5s stamp, which was designed by Mrs Goodwin. All designs were engraved by J.A.C. Harrison. The stamps were recess-printed by Waterlow on white wove paper with the multiple crown and CA watermark and perforated 12½. White gum is normal on this issue, but the 2d and 2½d stamps exist with cream-colored gum or paper, although this may be due to tropicalization.

#### *Quantities*

The Crown Agents provided the data in the tabulation below, which shows the quantities of stamps of each value allocated to dealers from the first printing of late 1931 (Requisition No. 2568) and total quantities printed in both the first printing and the second printing of mid-1932 (Requisition No. 2569). The "total" column shows the total quantities of each value from both printings. The first shipment was sent out on 1 January 1932. All stamps of the lower eight values were sent out on 3 June 1932, except for the 1d value, in which case a portion of the total was sent out on 23 May. Notes in the Crown Agents' records state that the requested date was 28 May, and the 1d was "very



urgently required.”

The Crown Agents' records show that "GPO Specimens" were provided; these are believed to be over and above the quantities sent to dealers (shown below), totaling 428 stamps of each value with 'SPECIMEN' perforations.

The *Leeward Islands Gazette* of 8 June 1933 reported overall sales data as follows: stamps of all Tercentenary denominations were sold in 1932, valued at £3,381-3s-3d, including £1,148-1s-8d in Antigua and the remainder by the Crown Agents; stamps of the Leeward Islands and Antigua ordinary issues sold in 1932 accounted for an additional £2,587-11s-3d in value. These sales resulted from 838 orders for Tercentenary stamps from dealers and private collectors in 1932.

### *Period of Sale*

According to Iremonger, all letters posted in Antigua (presumably at St John's) on 26 January 1933 received a special cachet reading 'LAST DAY OF / TERCENTENARY / ISSUE' in black serif capitals (Figure 5). This is assumed to have been the last day of sale at the GPO. However, later covers with the Tercentenary stamps and stamps with later postmarks show that they remained in use for some time after the last day of issue.

### *Artist's Drawings and Essays*

The Royal Philatelic Collection includes artist's drawings of the Tercentenary issue, described follows: "Made by Waterlow and Sons on thick card, hand-painted, except that the King's head is otherwise printed and stuck on the card, except in the case of the 5s drawing." The colors of the drawings are purple for the 1d and 3d, brown for the 6d, and blue and olive-green for the 5s stamp, all in the final designs. For the three lower values, the King's head was produced with the die.

In 1972, Western Auctions offered what is probably an original Waterlow or Harrison drawing of the proposed design, described as follows:

1932 Centenary, hand-painted, unofficial essay on official card of Government House, Leeward Islands, West Indies, endorsed in mss Design for the 5/- and 10/- stamps (not the 2d stamp). King's head to be superimposed, if possible. 1932 to be on the largest arch, 1832 on the middle arch, 1732 on the smallest arch and 1632 in green ground below arches. Dots in corner to come out and seaplane substituted in each.

The illustration shows a 2d stamp without the four year dates, with ornamental dots near top right and left, and with a sketched King's head added at the top, surmounting the stamp design.

### SUMMARY OF PRINTINGS

<i>Value</i>	<i>Total of each printing</i>	<i>To dealers</i>	<i>Total sent to Antigua</i>	<i>Total printed</i>
½d	93,000	30,000		
	62,400	—	125,400	155,400
1d	79,800	18,000		
	64,800	—	126,600	144,600
1½d	79,560	15,000		
	65,520	—	130,080	145,080
2d	58,920	12,000		
	33,000	—	79,920	91,920
2½d	59,520	12,000		
	60,840	—	108,360	120,360
3d	57,720	12,000		
	33,000	—	78,720	90,720
6d	41,520	9,600		
	30,000	—	61,920	71,520
1s	40,080	8,400		
	33,000	—	64,680	73,080
2s/6d	21,120	4,800		
			16,320	21,120
5s	20,040	3,600		
			16,440	20,040



LAST DAY OF  
TERCENTENARY  
ISSUE.

Figure 5

E. K. Thompson's exhibit at LONDON 1980 contained proofs of the low values in violet, a hand-painted 5s essay with a long endorsement, and proofs of the 5s and 10s. These 5s and 10s proofs may be the lot in the 1972 Western Auctions catalogue.

As noted earlier, De La Rue prepared two essays and submitted them with their tender. One, in green, showed a view of St John's, with a value of ½d. The other, in orange, showed a sailing vessel, perhaps at Dockyard, with a value of 1s. Two copies may have been submitted with the tender, and De La Rue undoubtedly retained a copy for themselves, so that at least two copies and perhaps three should exist. One copy of the ½d is in philatelic hands. No copy of the 1s orange is presently known in collectors's hands.

*Die Proofs and Color Trials*

As noted above, the tender called for die proofs to be submitted in triplicate to the Crown Agents for approval. The Victor Toeg collection contained a page with the four designs in color as follows: 1½d red, 3d brown, 6d blue, and 5s brown with blue center (see Christie's Robson Lowe [1990], lots 2185-88). These were die proofs in unissued colors, pulled on gummed white wove paper without watermark. In addition, the Swetland collection contains what was described by Stanley Gibbons as "Master



Figure 6



Figure 7

Die Proof of 'Government House' design, with solid value tablets, in violet, on thick unwatermarked paper, stamp size with irregular hand cut perforations" (Figure 6). This extraordinary item may be unique.

The Crown Agents's records in the Philatelic Collections of the British Library contain proofs of the three lower designs in black, with the value tablets blank, and of the 5s value, noted "colour proof, olive and ultramarine" (the actual stamp issue is black and chocolate), as well as border, vignette and value die proofs. A similar 5s die proof exists in private hands (Figure 7).

A master die of the King's head was engraved and incorporated into the nine values from ½d to 2s6d. Three master dies for the lower values were engraved, while separate frame and vignette dies were engraved for the 5s value. Three subsidiary dies were taken from each of the master dies and the value-tablet dies. Thus a total of six master dies were prepared.

There are no proofs of the completed dies in the Waterlow record books, but the nine lower values were entered in the index on 18 November 1931. Dies, with numbers as shown in Figure 8, were prepared for all values needed for the stamps, except for the King's head, die no. 13294, which was taken from die no. 13113. Five die proofs in black exist, showing the three lower designs, the 5s frame, and the 5s vignette, all with a 14 mm hole punched through them. These come from the Waterlow files, where it is thought that duplicates existed.

A second folder (file no. 182) in the Crown Agents's records contains a full set of stamps in the issued colors with additional examples of the 1d in a paler shade, the 3d in a deeper shade, the 2s6d in red and purple, and the 5s in blue and black, and also in dark brown and black. It is difficult to distinguish die proofs in color from color trials. The Tercentenary color trials seen may have been prepared from the die proofs, as might be suggested by the wording of the tender.

*Waterlow Sample Stamps*

According to Colin Fraser and Robson Lowe [1985], Waterlow and Sons, beginning in 1930, bought a sheet of each of some of their best-designed stamps to use as examples of their printing art. For security purposes, a hole approximately 14 mm in diameter was punched in each stamp. The ½d Tercentenary stamp is known in this condition, the copy examined being doubly punched just above and to the right of the name tablet.





Figure 8

### Stamps

In addition to used and unused examples of the regular stamps and the specimen stamps, two items are worthy of note. One is a full set of mint upper-right-corner marginal blocks exhibited in both 1970

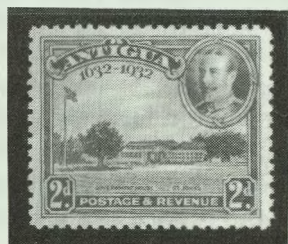


Figure 9

and 1980. The second is a set of used blocks on paper in the Swetland collection, which was exhibited at FLOREX 1989 and TEXPEX 1990. Charles Freeland reports that he has illustrations of 18 different mint blocks of four and two used blocks of four, all of the 5s stamp. In addition, a Bridger & Kay trade offer in 1959 contained a block of six of this stamp.

### Varieties

The only variety seen is that on the 2d grey. A distinct retouch shows in the tablet with the word 'ANTIGUA' on the right leg of the first 'A' and the left leg of the 'N' (Figure 9).

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## Alleged Inefficiency of the Cunard Halifax-Bermuda Mailboats

by J. C. ARNELL

FROM 1833, WHEN THE FALMOUTH packet service between Halifax and Bermuda was terminated and the packets did a turnaround at Halifax instead of continuing on to Bermuda, the Cunard sailing mailboats – *Lady Ogle*, *Roseway*, and *Velocity* – were put on the route under contract to the British Admiralty, which had responsibility for the vessels used to carry the Mails. The *Velocity* had previously been the *Chebucto*, an armed provincial schooner chartered from Samuel Cunard of Halifax by the Lieutenant Governor of Nova Scotia for the protection of trade and fisheries. In the winter, this vessel had been used to collect the mails brought to New York by the Falmouth packets.

Under date of 22 July 1841, James Taylor, the Deputy Postmaster General for Bermuda, wrote to Lieut. Col. W. L. Maberly, the Secretary of the Post Office in London:

I am ever unwilling to be troublesome but I should be wanting in my duty to the Public and my Lord the Postmaster General, in not representing; that the Mail Boats employed in carrying Mails between this [port] and Halifax N.S. are very badly maned [sic], without a Chronometer, or such as are useless, and the Vessels very Old, in consequence making very long passages, say frequently 16 or 18 days - Reference to Lieut Harvey RN Son of our late Naval Comd<sup>r</sup> in Chief, who made a trip in one of the best of them last Spring will more fully appear.

On receipt of this letter in London, it was referred to the Admiralty for comment and in reply on 3 September, John Barrow, Secretary of the Admiralty, enclosed copies of the four vessels used on the service – the *Margaret* was the fourth, having replaced the old *Emily* in 1836 – for the consideration of Taylor in Bermuda. He wrote in part:

[It will be perceived] that these vessels are stated by the Surveying Officers to have been perfectly satisfactory for the Service, manned with a competent Master and efficient Crew, and provided with a Chronometer; but my Lords will order them to be again Surveyed if his Lordship considers it necessary.

With respect to these Vessels making very long passages, a references to their journals will shew that the average is ten days, but the Voyage in a sailing Vessel is one of

very great uncertainty, and that it does not depend upon the Vessel, is proved by the *Roseway* upon one occasion performing the passage in 5 days and 12 hours, while on another occasion she was 17 days and 5 hours.

A naval lieutenant, a master, and a carpenter carried out the surveys referred to by Barrow; that for the *Lady Ogle*, *Margaret*, and *Roseway* stated:

That they are perfectly seaworthy upwards of one hundred tons burthen Well & strongly built, coppered & copper fastened, tight & substantially built above water & below, & provided & equipped with proper & suitable Masts yard, sails anchors cables boats & all other apparel & necessaries requisite for vessels employed in conveying Her Majestys Mails, manned with a Competent Master & efficient Crew in number, the Master being included eight persons of whom one is a boy, supplied with all proper provisions for the Master Crew & others on board, & they appear to be in a perfect state & condition; also the Master is provided with a chronometer for the above service.

And we do declare that we have held this Survey & examination with such care & impartiality that we are willing if required to make oath to the correctness of our proceedings Given under our hands on board H.M.S. Manchester at Halifax 12 August 1840.

The *Velocity* was examined on the same day by a different lieutenant, working with the same master and carpenter.

On receipt of this information, Maberly minuted the Postmaster General that they were “perfectly satisfied with the explanation” and saw no reason for a second survey. Copies were sent to Taylor on 11 September, “pointing out to him the necessity of well satisfying himself as to the strict facts of the case before any Representation such as this, involving the discipline & proper performance of another branch of Her Majesty’s Service is made.” This prompted Taylor, when acknowledging receipt on 15 November, to comment:

that if it were necessary Certificates could be obtained here from persons of respectability who have been passengers in the Mail Boats, as also from the Warden of Queens Pilots, that the mail Boats are not sufficiently Navigated and Manned in bad weather, or to weigh their



Anchors and send a Boat on shore with or for the Mails at the same time - they are all old Vessels and most of them North American built - It would be useless for me to have a copy of the Contract, unless it is intended for

me to report on matters relative thereto and not complied with by the contractors.

And there, apparently, the matter was left.

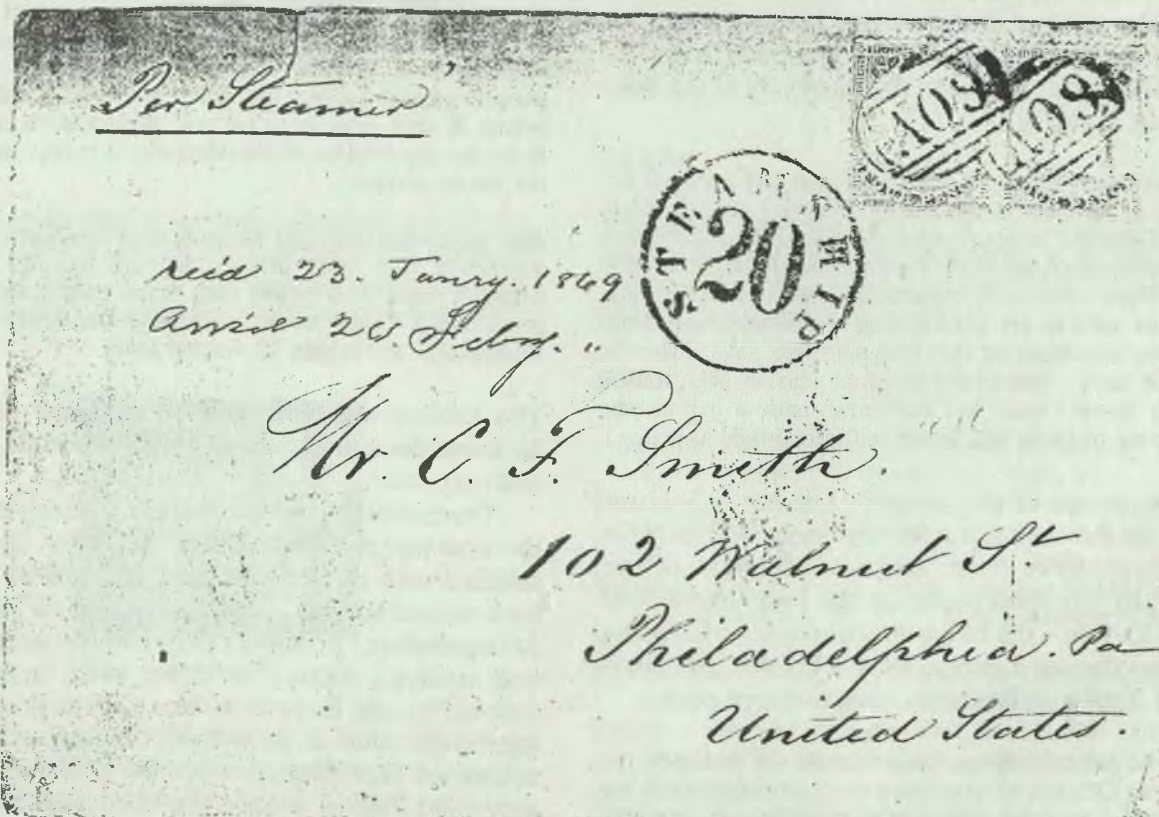
## *St Thomas and British Caribbean Mail*

by H. L. ARNOULD

DURING THE PERIOD from 1842 until 1877, the year when the Danish West Indies joined the Universal Postal Union, there was a British post office in St Thomas acting as a hub for British packet mail. From March 1872, Royal Mail packets made their first and last calls alternately at St Thomas and Barbados.

Letters originating in the Caribbean area addressed to the United Kingdom or beyond were

sent in bundles and not sorted in St Thomas, so they bear no St Thomas marks. Dates of origin and arrival in London usually make it possible to identify the Royal Mail packets that carried the mail, since a marine register was published in the St Thomas newspaper, the *Tidende*. However, mail addressed to British North America, the United States, or ports in the Caribbean beyond St Thomas does, in general, have St Thomas sorting marks.

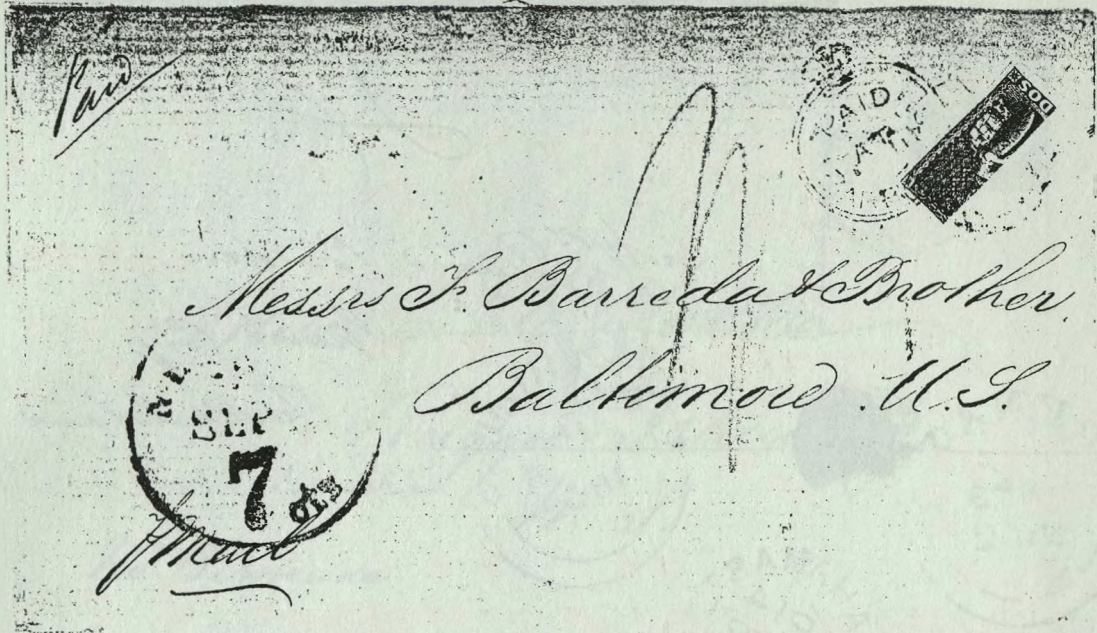


### *Caribbean to U.S.A.*

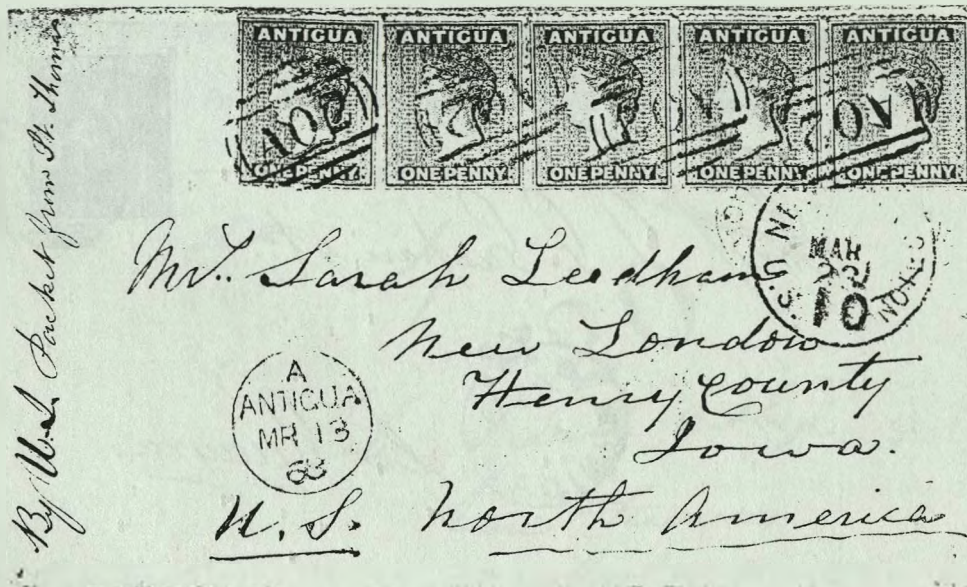
Mail from a British colony in the Caribbean could not be prepaid to U.S. destinations with stamps of Britain or of that colony. This letter, posted at Nevis on 1 January 1869 and addressed to Philadelphia, bears 8d Nevis franking prepaying postage (double weight) to St Thomas; the handstamp indicates that 20 cents were to be collected from the addressee. The letter transited through St Thomas on 13 January.



*Barbados and Demerara Route*



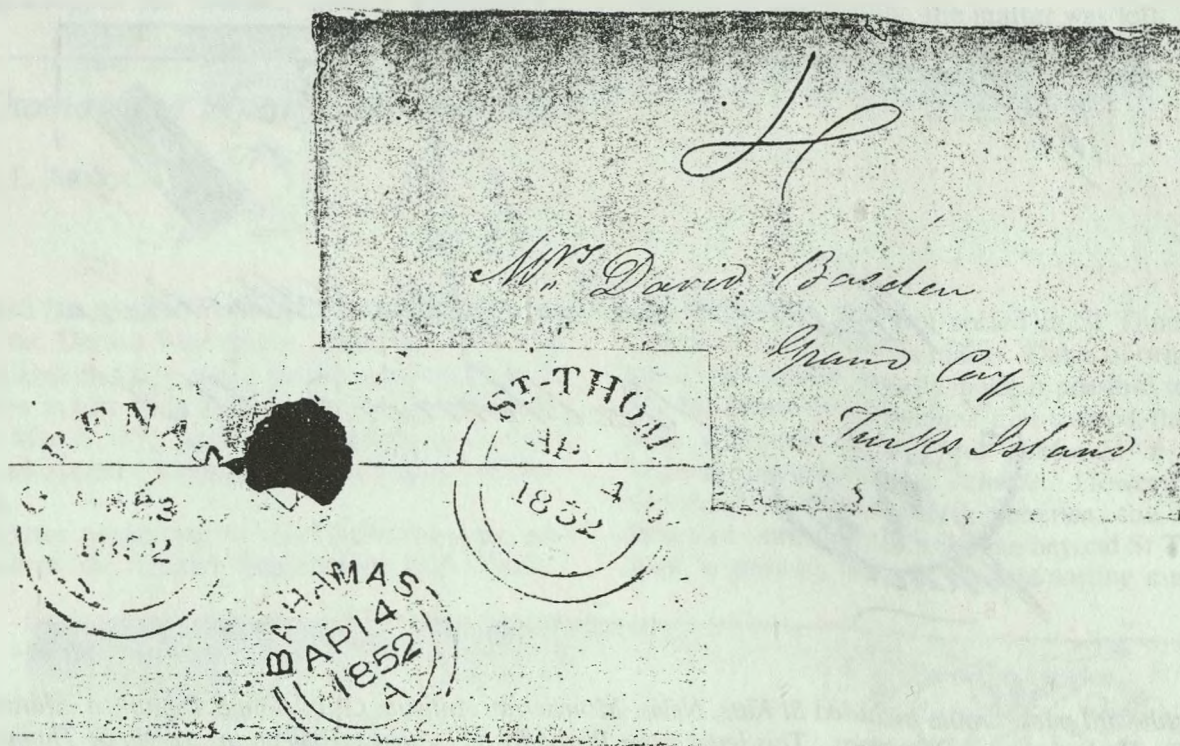
The southward packet route included St Kitts, Nevis, Montserrat, Antigua, Guadeloupe, Dominica, Martinique, St Lucia, Barbados, and Demerara. This letter from Barbados (11 August 1854) transited via St Thomas (15 August), Kingston (22 August), and New York (? September) on its way to Baltimore. Until 1858, Barbados stamps could be used to prepay local postage only (here a bisected 1d stamp is used); the packet postage of 1s was paid in cash by the sender and the 7 cents ship letter fee was collected from the addressee.



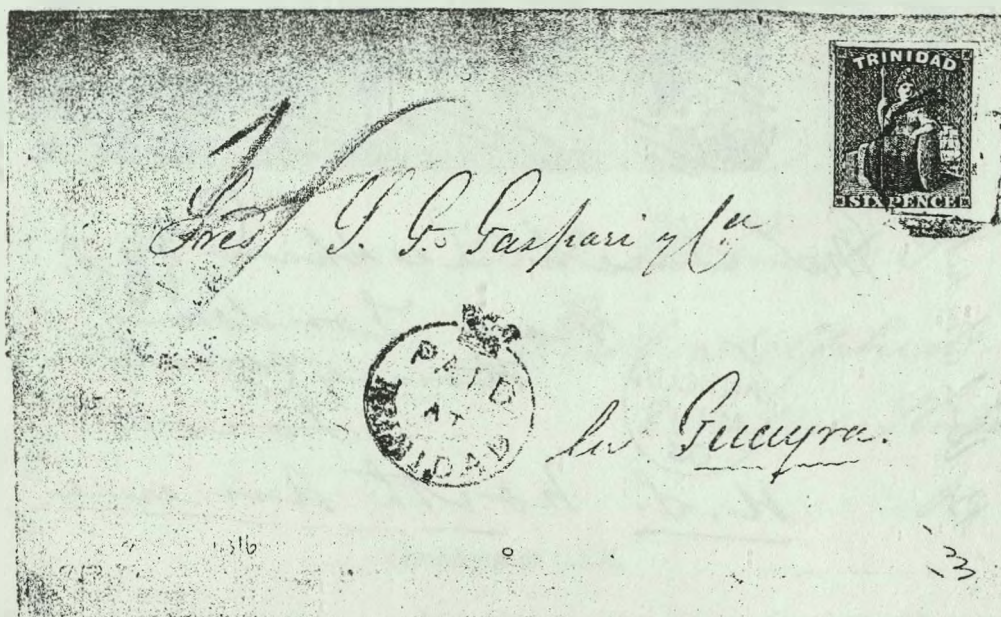
Northbound letter from Antigua (13 March 1868) to Iowa via St Thomas (14 March) and New York (23 March), per the Brazil Line's *Merrimack*. Rate 1d local postage in Antigua and 4d prepaid packet postage to St Thomas; 10 cents collected from addressee.



*Trinidad Branch Line*



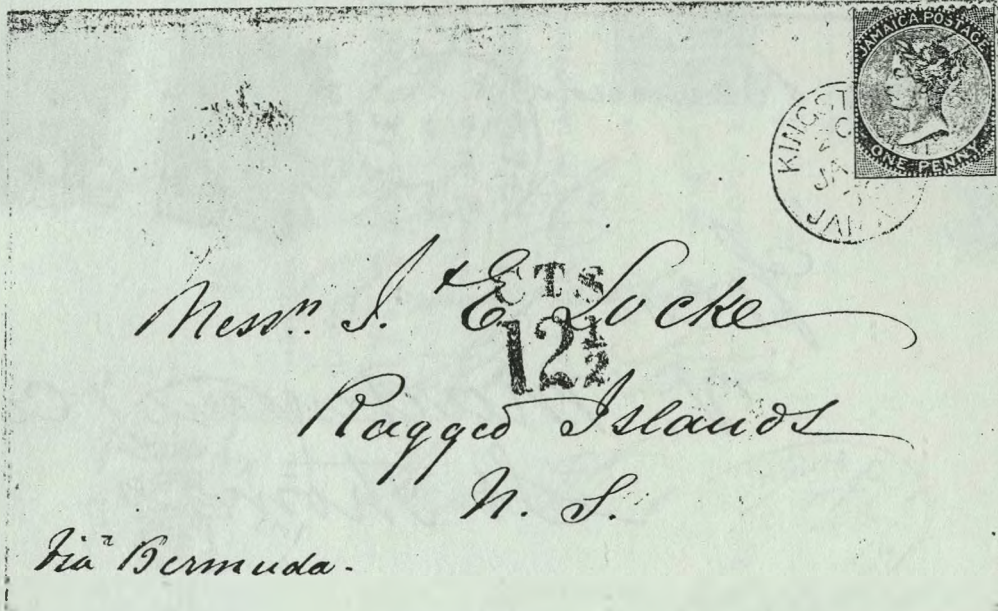
*This branch line from Barbados called at St Vincent, Carriacou, Grenada, Trinidad, and Tobago. The letter shown here is from Grenada (23 March 1852) to Turks Islands via St Thomas (4 April) and Bahamas (14 April). The 4d (m/s on front) was due from the addressee.*



*From Trinidad (26 July 1859) to La Guayra (6 August) via St Thomas (31 July). The '4' in red m/s indicates that 4d were prepaid for the packet postage; the additional 2d included 1d for local postage in Trinidad and 1d at La Guayra, but this was not required according to the treaty between Great Britain and Venezuela.*

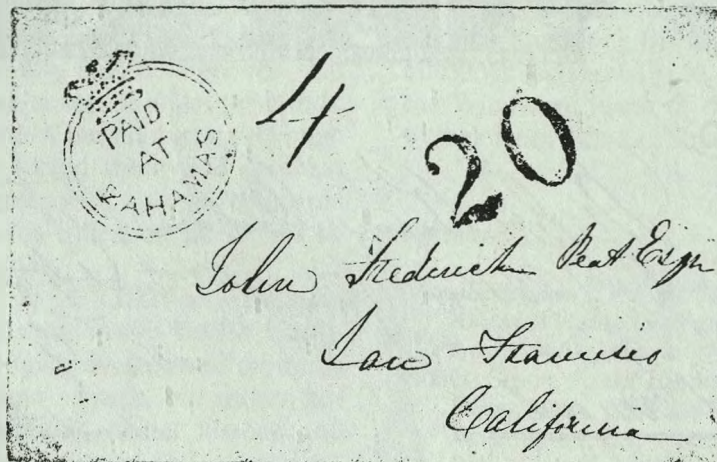


*Jamaica Route*



From Kingston (8 January 1870) to Ragged Islands, Nova Scotia (19 February) via St Thomas (13 January), Bermuda, and Halifax (16 February). From Kingston to St Thomas per R.M.S. *Tyne* and to Halifax per Cunard's *Delta*. Postage of 12½ cents was due in Canada, as only Jamaican postage of 1d had been prepaid.

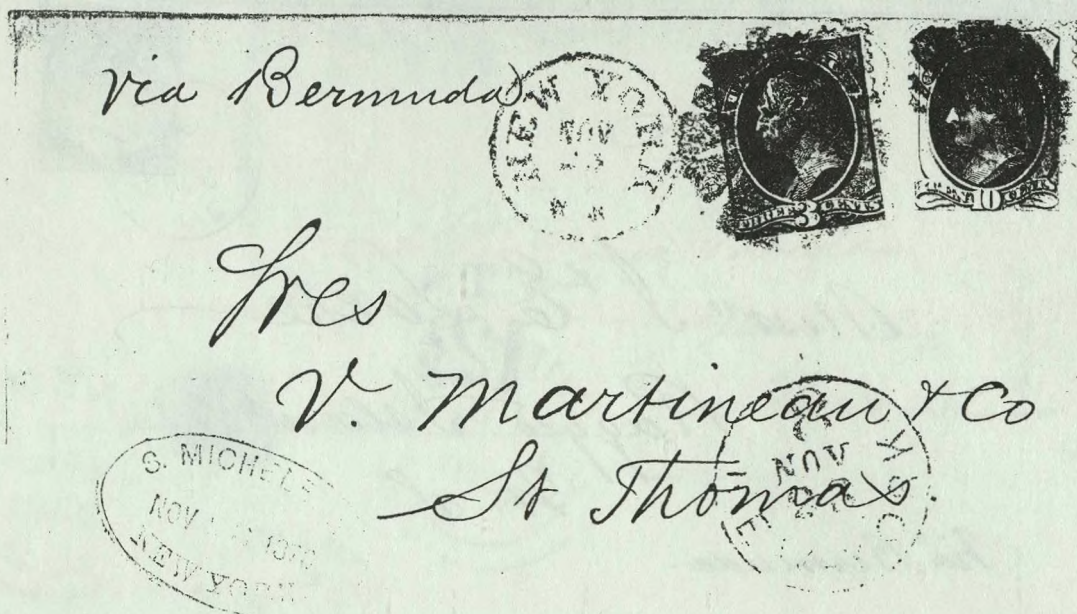
*From the Caribbean to the Pacific via St Thomas*



From Bahamas (11 May 1852) to San Francisco via St Thomas. Carried on R.M.S. *Merlin* to St Thomas and R.M.S. *Trent* to Chagres (on the Caribbean coast of Panama), then by U.S. contract packet to California; 4d British postage paid to Panama, 20 cents to be collected from the addressee.



*Mail from the Caribbean after the Creation of the General Postal Union (July 1875)*

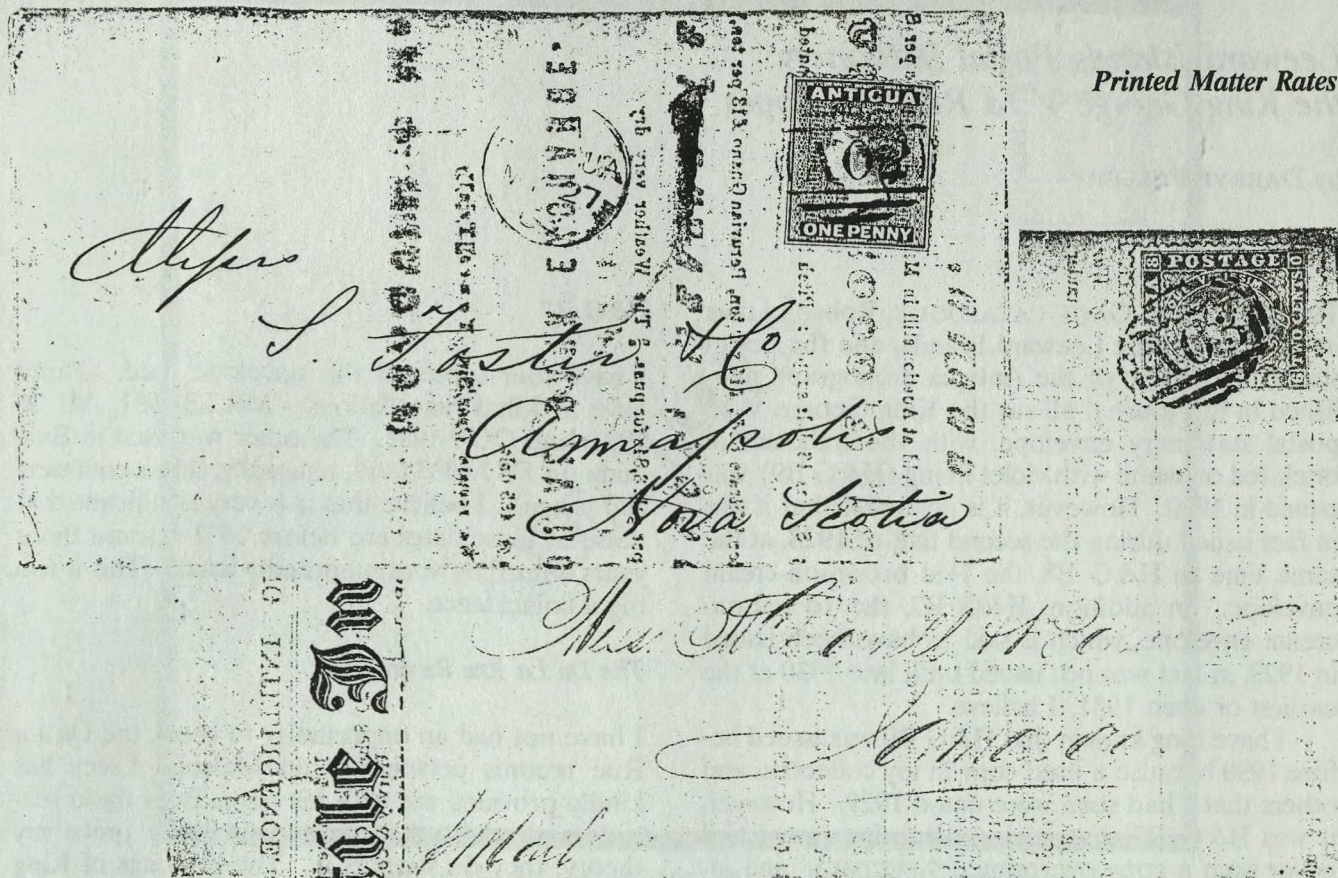


*New York (23 November 1876) to St Thomas (5 December), per U.S. mail via Bermuda (as the direct Brazil Line service to the Danish West Indies had ceased in 1875) and per British packet to St Thomas; the 13-cent franking included 5 cents for the U.S. foreign-mail rate plus an 8-cent credit to the British post office in New York; the British continued to charge the pre-GPU rate of 4d until they closed the St Thomas post office in 1877.*



*From Grenada (8 April 1877) to New York (2 May), via Barbados, St Thomas (13 April) and Bermuda; 1d local postage plus 4d Royal Mail packet postage; 5 cents charged in New York for an incoming packet letter (new rate charged since 1875).*





**Top:** Antigua (27 May 1868) to Annapolis, Nova Scotia via St Thomas (29 May) per Cunard packet; local postage prepaid ('1' in red m/s), 1d printed matter rate due (black h/s). **Bottom:** From Demerara (22 June 1868) to Jamaica (4 July) via St Thomas (28 June); 2 cents printed matter rate.

In *Danish West Indies Mails* (vol. I, pp. 3-27 to 3-29), Robert Stone discusses and lists mail transiting through the British post office in St Thomas during this period. Because this information is somewhat off his main subject, covers are not illustrated there. In his new book, *A Caribbean Neptune*, Stone states (p. 163) that he believes that there are over 2,000 such covers in philatelic hands. He estimates that a third of the mail going through St Thomas had to be sorted there and received sorting marks. This agrees with a survey of covers from Hackmey's Barbados collection, auctioned by Feldman in 1986.

Stone also writes in *A Caribbean Neptune* (p. 191): "Philatelic interest in the British Caribbean packet mails has not been focussed so much on covers carried by them as such, but rather has been incidental to collecting postal history and stamps of the individual colonies and countries." However, this subject is of importance in the study of St Thomas postal history, and I believe that there

are now several collections that include a substantial number of transits. As a matter of fact, almost half of the covers in my exhibit of St Thomas foreign mails are transits.

Some covers originating in British Caribbean colonies and using British colonial stamps or postal markings are shown here. There are examples from the Windward route of the Royal Mail packets, as well as from Jamaica and Bahamas.

#### References

- David Feldman, S.A. *Barbados: The Joseph Hackmey Award Winning Collection*, auction catalogue, 16 April 1986, Geneva.
- Robert Stone, *Postal History*, vol. I of *The Danish West Indies Mails, 1754-1917*, ed. V. E. Engstrom. Washington, D.C.: Scandinavian Printing and Publishing Co., 1979.
- Robert Stone, *A Caribbean Neptune*. New York: Philatelic Foundation, 1993.



## *Leeward Islands Postal Stationery: the King George V 1d Red Envelopes*

by DARRYL FULLER

THE HIGGINS & GAGE CATALOGUE, Robson Lowe in his book on the Leeward Islands, and the postal stationery section of the Antigua monograph published in this journal all say the King George V 1d postal stationery envelope, with the indicium in brick-red on white with violet lining (H&G B9), was issued in 1930. However, it is my belief that it was in fact issued during the second half of 1928, at the same time as H&G B8, the 1½d brown-on-cream envelope. In addition, H&G B7, the 1d red-on-cream envelope, which is said to have been issued in 1928, in fact was not issued until late 1930 at the earliest or even 1931, I believe.

I have long known that H&G B9 was issued before 1930 because a used copy in my collection and others that I had seen were dated 1929. However, it was H&G B7 that intrigued me because I had never seen a copy overprinted 'SPECIMEN' and indeed, until very recently I had been unable to find an unused copy, even though used copies were not hard to find (which is unusual for Leewards stationery). It is only recently that I was able to put together a realistic story that explains the anomalies regarding H&G B7 and B9.

### **H&G B9**

A few years ago, I purchased an archive of Leeward Islands postal stationery in a Robson Lowe auction. This contained 42 different items overprinted 'SPECIMEN' and exactly duplicated the collection of specimen stationery that I had already put together. There appeared no reason to assume that anything had been removed from this collection, and it appeared to confirm my belief that H&G B7 did not exist with the specimen overprint. More importantly, however, virtually all of the items were dated when received, either in pencil (earlier material) or with a small datestamp giving the year. This appears to be the year the item was put into the archive. The significance of this dating is that the specimen copy of type B9 envelope is dated 1929 (see Figure 1) and appears to prove that, after allowing for some delay, the item was issued in late 1928 or early 1929. The only used copy I have has a St Johns, Antigua postmark of 26 April 1929.

### **H&G B7**

I have four copies of this envelope used. Three have St Johns cancellations – MR 28 1931, AU 20 1931, and OC 9 1931. The other was used in Barbuda on JY 7 1933 (and, unusually, shows commercial usage). I believe that it is very significant that none of these dates are before 1931 – some three years after they were supposedly issued. This is too big a coincidence.

### **The De La Rue Records**

I have not had an opportunity to check the De La Rue records personally, but Malcolm Lacey has kindly provided me with his notes from these records and whilst they do not explicitly prove my theory, they do support it. The printings of King George V 1d envelopes between 1926 and 1937 are listed in the table.

There appear to be only these four printings of the 1d envelope; the first, in 1927, has the indicium in violet on cream paper. The fourth printing, in 1934, is the rare airmail printing – the 1d red on security-lined pelure paper – of which I only have a cutout, but this cannot be mistaken for any other printing. Of the two other printings, the 1928 printing was overprinted 'SPECIMEN', according to the records, but the 1930 printing was not.

### **Conclusions**

Since I have only found type B9 envelope overprinted 'SPECIMEN' and since this overprint is the same as that for H&G B8, I believe that Requisition no. 588 was for both B8 and B9 and that these envelopes were issued in 1928 or early 1929. This is further supported by the dated specimen copy in my collection. This would mean that type B7 must be the other printing and that it did not receive the 'SPECIMEN' overprint. It would appear not to have been issued until very late in 1930 or early 1931, which is also confirmed by my four used copies, all dated 1931 or later. Note that the entire printing appears to have been sent to Antigua; all of my used copies are from Antigua (and Barbuda).



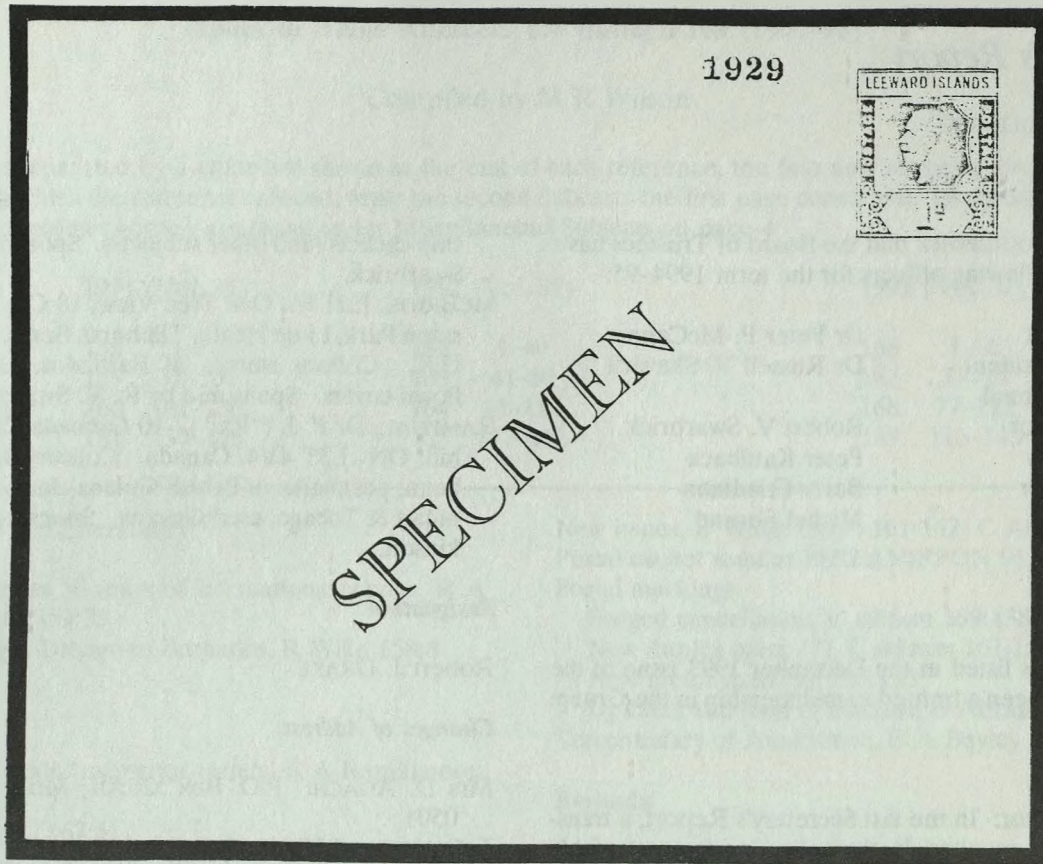


Figure 1 Archival copy of H&G B9 showing year datestamp

Requisition no. <sup>1</sup>	Date sent	Number issued	Specimens issued	Probable H&G number
552	7 Jan 1927	5,000	Yes	B5
588	17 Aug 1928	5,000	Yes	B9
2457	18 Dec 1930	10,000	No	B7
754	28 Apr 1934	5,325	No	Unlisted

<sup>1</sup> The photocopied listing is unclear in parts and I cannot guarantee these numbers.

I believe my theory is correct. While it would have been unusual for De La Rue to use a different type of envelope for B9 when all the others (B5, B6, B7 and B8) were of the same type, they did sometimes use any stock on hand that was of the correct size. There may be further correspondence in the records that explains this.

Can any other collectors of Leeward Island stationery help prove or disprove my theory? It would easily be disproved by a specimen copy of H&G B7 or by a copy used between 1928 and early 1930. I would also be interested to hear from fellow collectors whether they have found H&G B7 difficult to locate in unused condition (which is surprising given

that 10,000 copies appear to have been printed). I would be pleased to hear from fellow collectors either through the journal or directly to me: Darryl Fuller, 18 Ratcliffe Crescent, Florey, ACT 2615, Australia.

#### References

- Higgins & Gage *Priced Catalogue of Postal Stationery of the World*, first edition. Pasadena, Calif.: 1964.  
 Robson Lowe. *Leeward Islands*. London: Christie's Robson Lowe, 1990.  
 G. Bowman, "Antigua Monograph: Postal stationery." *British Caribbean Philatelic Journal*, W/N 120, April 1982.



## Secretary's Report

by PETER KAULBACK

I AM HAPPY TO REPORT that the Board of Trustees have elected the following officers for the term 1994-95:

President	Dr Peter P. McCann
Vice-President	Dr Russell V. Skavaril
International	
Director	Robert V. Swarbrick
Secretary	Peter Kaulback
Treasurer	Barry Friedman
Editor	Michel Forand

### New Members

The applicants listed in the December 1993 issue of the journal have been admitted to membership in the Group.

### Correction

From the Editor: In the last Secretary's Report, a transcription error resulted in the collecting interest of Mr H. L. Arnould, then a membership applicant, being shown as Dutch West Indies. Mr Arnould's specialty, as those who saw his Grand Award winning exhibit at FLOREX 93 can testify, is the Danish West Indies. My apologies to him.

### New Applicants

HOFFMANN, Dr Walter K. 815 North Graham, Memphis, TN 38122. Collects Antigua & Barbuda, Dominica, and independent Africa. Sponsored by J. L. Fredrick. [Note: This application was inadvertently omitted from an earlier report.]

KELLY, Dr Simon R. A. 10 Belvoir Road, Chesterton, Cambridge CB4 1JJ, U.K. Collects Bahamas (stamps and postal history), Great Britain, and Ethiopia. Sponsored by R. V. Swarbrick.

KNIGHT, J. W. 57 Belle Vue Road, Southend on Sea, Essex SS2 4JE, U.K. Collects maritime philately,

ship cachets (and other subjects). Sponsored by R. V. Swarbrick.

MCBRIDE, E.H.W. Oak Tree View, 18 Clay Close, Shepton Park, Little Heath, Tilehurst, Berks. RG3 5WN, U.K. Collects stamps of Barbados, RAF Museum flown covers. Sponsored by R. V. Swarbrick.

RAMPHAL, Dr P. J. ("Raj"). 10 Grenada Court, Thornhill, ON L3T 4V4, Canada. Collects British Caribbean, postmarks of British Guiana, Jamaica, and Trinidad & Tobago, used Guyana. Sponsored by D. Atkinson.

### Resignation

Robert J. DRAKE

### Changes of Address

Mrs D. ADACH: P.O. Box 520501, Miami, FL 33152-0501

J. CARTER: 1 Helderzicht Road, Somerset West, South Africa.

M. DORAN: Box 2433 VDA, St Thomas, VI 00803

Dr L. ESCALANTE C.: Apartado Postal 770-2400, Desam. Parados, San José, Costa Rica, C.A.

H. JAMES: Flat 8, Green Park, Manor Road, Bournemouth BH1 3HR, U.K.

Mrs A. JOHNSON: 7323 Seminole St., Baytown, TX 77521-9769

M. LUTTIO: P.O. Box 40068, Eugene, OR 97404-0007

P. MCCANN: British Bio-Technology Inc., 201 Defense Highway, Suite 260, Annapolis, MD 21401-8961

T. MCMAHON: 364 Nash Road, Purdys, NY 10578

V. PICKERING: RushIt Box 11156, St Thomas, VI 00801

P. RAYNOR: 311 - 2225 West 8th Avenue, Vancouver V6K 2A6, Canada

J. SEIDL: 7216 Paulsen Drive, Eden Prairie, MN 55346-4139

D. WELSH: 107 - 50 Inverlochy Blvd., Thornhill, ON L3T 4T6, Canada

*Awards* - There is no awards report this quarter, as our Awards Editor, Paul Larsen, has been away - to Antarctica, no less! However, note that our member **Derek Nathan** received a large vermeil medal at STAMPEX in London last October, for his British Guiana exhibit.

Our new president, **Peter McCann**, was the Phoenix Award recipient for 1993. This award is given by the

Phoenix Philatelic Association (of Phoenix, Arizona) "in recognition of outstanding service to philately."

Finally, it must be mentioned that three of our members were elected fellows of the Royal Philatelic Society, London, last November: **Randy Neil** (current president of the American Philatelic Society), **Mark Swetland**, and **Hugh Wood**. Congratulations to all!



## *BCPSG Meeting in Philadelphia Next October*

As indicated on page 3, the date and venue of this year's meeting have been changed. It will now be held in conjunction with the Philadelphia National Stamp Exhibition (formerly known as SEPAD), which will take place at the Valley Forge Convention Center, 1200 First Avenue, King of Prussia, Pennsylvania, from September 30th to October 2nd (King of Prussia is a suburb of Philadelphia). The BCPSG meeting will take place on October 1st.

Those who wish to exhibit during this APS-sponsored show should write to Stephen S. Washburne, P.O. Box 1916, Philadelphia, PA 19105 for details and application

forms. The frame rental fee is \$9 per frame (16 pages), with a minimum of two frames and a maximum of ten.

The show hotel will be the Valley Forge Sheraton, with a special rate of \$77/night available for those attending the exhibition. Reservation cards for the hotel and other information about PNSE 94 can be obtained by writing to: Philadelphia National Stamp Exhibition, P.O. Box 358, Broomall, PA 19008.

We hope to have more details about the exhibition and meeting in the June issue of the journal. All members are invited to plan on attending this meeting in the City of Brotherly Love!

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## *And in 1995, Barbados!*

by MARY P. GREEN AND JAY FREDRICK

The BCPSG has scheduled its 1995 annual meeting to be held in May at the Coconut Court Beach Hotel in Hastings, Barbados; the hotel is situated on the south coast between the airport and the capital, Bridgetown, only 1½ miles away.

The date selected for this visit to a country that falls within the Group's area of interest is May 16–23. This date falls just into the least expensive "summer" season, when the climate is still good – with temperatures of 80–85 degrees Fahrenheit, tradewinds still blowing, and somewhat cooler at night. All rooms in the hotel are equipped with large ceiling fans for guest comfort. The hotel, which has a bar and restaurant at its fresh-water swimming pool, is located right on the beach and is close to a variety of other restaurants, nightclubs, banks, supermarkets, etc. Government buses stop immediately on and opposite the hotel property, and fares are very reasonable.

The best news is that room prices start at US\$50 per night, double occupancy (plus a 5% government tax and a suggested 10% gratuity). Arrivals at the hotel can be accepted as early as May 13th, 1995, but not before that date as the hotel will be undergoing renovations during the spring and will re-open only on the 13th. Naturally, guests can stay as long as they like after that date.

If you plan to attend, please fill out the enclosed "pre-registration" form and send it to Mrs Mary P. Green, 6 Shandre Close, Rendezvous Terrace, Christ Church, Barbados, W.I. Between now and the end of 1994, the hotel requires a US\$100 deposit for each room reserved. Checks and money orders for this purpose should be made out to "Mary Green" and forwarded to

her as soon as possible, at the above address. She will issue receipts for all deposits. Mary is a BCPSG member and is ably serving as the Group's overall on-site planner and coordinator. When settling the account at the end of your stay, the hotel will accept payment with the Visa, MasterCard, or Discovery credit cards.

The detailed agenda for the meeting and overall schedule is currently being developed. The Group will have a hospitality suite available for various activities, including meetings, displays, and show-and-tell sessions, cocktail parties, and hopefully, our annual auction (if details can be worked out).

As to "extracurricular" activities, the choices are many. These include water sports, deep-sea fishing, golf, horseback riding, sailing (including "booze cruises"), or just relaxing in the sun or in the shade at the hotel's pool and beach area. And of course, there are opportunities for visiting historical sights, museums, post offices, a wildlife refuge, neighboring islands, sugar mills, distilleries, government facilities, churches, colleges, etc. In addition, private arrangements can be made for photographic, helicopter, and/or submarine tours. It may be a good idea for those planning to come to Barbados to pick up the latest edition of any of a number of travel books on Barbados at your local bookstore for touring information.

Mary already has a long list of selected sightseeing opportunities for your pleasure and entertainment; these will be discussed in detail in a future issue of the journal. For now, please complete the enclosed "Preliminary Registration Form" and send it to Mary, followed by your deposit well before the end of the year.

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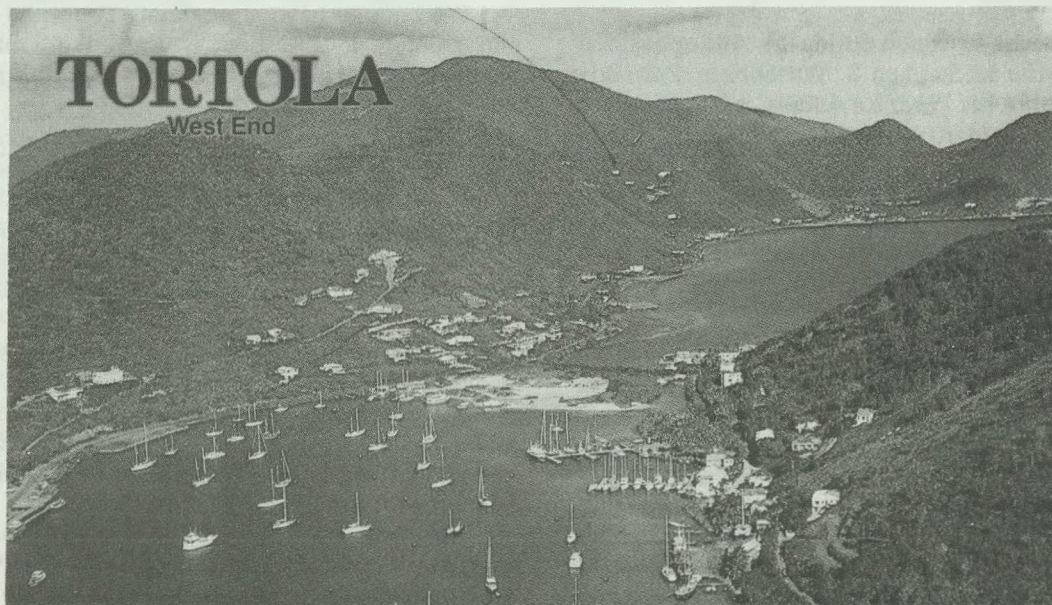
## *People, Places, and Events*

Compiled by M. FORAND

### *Stampex 94 – Toronto*

Stampex 94, a national-level exhibition and bourse, will take place on 20–22 May in Toronto. The exhibition this year will include one-frame exhibits. Information about exhibiting can be obtained from Ted Nixon, P. O. Box

204, Station Q, Toronto M4T 2M1, Canada. Bonded transportation of exhibits from U.S. exhibitors can be arranged through Frank J. Buono, Binghamton, NY; phone (607) 724-4444; fax (607) 723-1656.

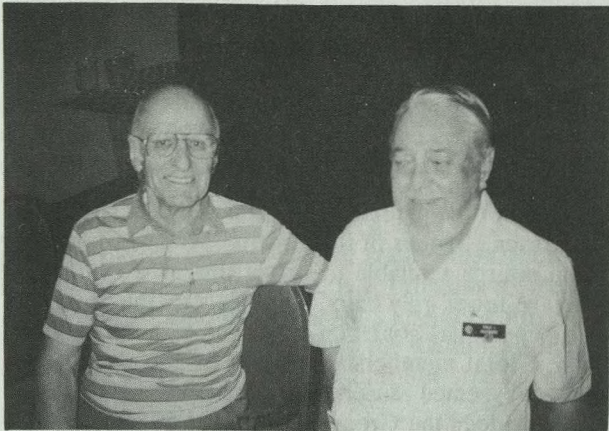


*Marge Doran has now moved to West End, on the island of Tortola, and it is difficult to resist the temptation to reproduce the postcard she sent, showing the area where she lives.*

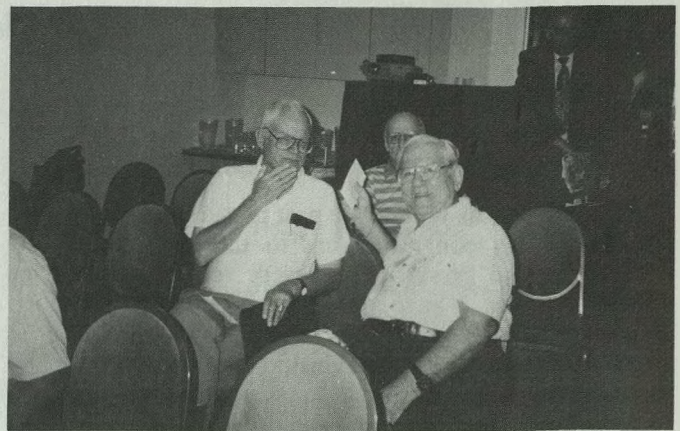


*BCPSG award winners at BANGKOK 93: from left to right, Bob Cooley, Dan Walker, Simon Greenwood, Ben Ramkissoon, and Bob Swarbrick (photo by Connie Ramkissoon)*

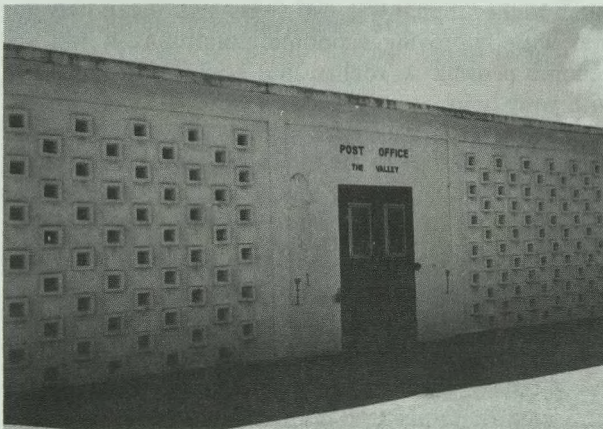




*Fred Seifert and Gale Raymond at the BCPSG meeting in Orlando, Florida, 6 November 1993*



*Al Nordhem and Lynn Cohen (who was our on-site coordinator in Orlando) at the FLOREX 93 meeting (photo by Gale Raymond)*



*The old and new post offices at The Valley, Anguilla. Thanks to Marge Doran for sending these photos, taken when she visited the island in December 1993.*

### **Russian Pen Pals**

Two Russian collectors have written to Fred Seifert, who was editor of the journal in the late 1960s and early 1970s, asking for pen pals (in traditional Russian fashion, family names appear first in addresses):

RAGOZIN Vjacheslav (Uritskogo Str. 35, Apt. 6, 630004 Novosibirsk, Russia): Wishes to receive mint and used stamps, blocks, FDCs from British Caribbean countries on the following topics: Rubens, Rembrandt, Shakespeare, Dickens, Stevenson, and Nobel laureates; also, stamps from Spanish-speaking countries on Cervantes, Rubén Darío, Rubens, Rembrandt, opera, ballet, literature; FDCs with butterflies on stamps; mint stamps on mushrooms. In exchange, can offer mint and used stamps, FDCs, maximum cards, etc. from USSR, Russia, Scandinavian countries, and eastern Europe. (Note: Novosibirsk is the largest city in Siberia.)

POLEZHAEV Sergei Borisovich (Poste Restante, Post Office, 101000 Moscow, Russia): Looking for correspondents to exchange stamps from different countries of the world (including the Caribbean); wishes to trade mint and used in the following areas: fauna, history, history of navigation and geographic discoveries, ships, planes, cars, uniforms, pirates, and flora. Can offer used and mint stamps of USSR, Russia, Ukraine, Belarus, etc., as well as registered covers with complete series of stamp sets featuring fauna, history, history of navigation, and geographic discoveries.

Potential respondents should note that because of chaotic conditions in Russia (and of occasionally light-fingered postal employees), they should first establish with their correspondents the safest way of exchanging stamps and other philatelic items through the mail.



## *A Word from the Immediate Past President*

by J. L. FREDRICK

In my new role as immediate past president, I would like to extend my congratulations to the Trustees, Vice-President, and President who were recently elected to their positions. I have already pledged my full support and cooperation to Dr Peter P. McCann, the Group's new President, during the transition period and throughout his term in office. I know that those who are continuing in their positions will do likewise.

During my four years in office, I had both the privilege and the pleasure of working with almost 50 individuals who were elected or appointed to various positions in which they were responsible for the day-to-day operation of the Group. To this cadre, which I have often referred to as "the Team," I would like to extend my heartfelt thanks for a job well done and for the splendid cooperation that both the Group and I received from them. I wish I could thank all of you individually, and I hope this message will convey my sense of appreciation to each one of you.

One of the things that has made our Group special is the personal relationships and friendships that have developed among members, myself included. This is an aspect of holding office in the Group that I will always treasure.

During those four years, we had established several goals. One that I feel has been successfully accomplished

was to lower the median age of the active participants in the various activities of the Group. While I do not have a data source available to prove this, it is evident that there are fewer gray hairs, wrinkles, etc. than before.

A personal goal that I sought to achieve was to reach a total membership of 500 by the end of 1993. That goal seemed reasonable when it was first established, and indeed the Group gained over 80 new members in 1992-93, thanks in part to a recruitment campaign undertaken with assistance from the APS. However, the normal rate of attrition that occurs in groups such as ours (through resignations, non-renewals, deaths, etc.) means our membership at the end of 1993 stood at 455 - not much higher than it was two years ago. I can only hope that with improving economic conditions, it will soon become possible to realize that goal of 500 members - with **your** help!

Several other unrealized goals and pending matters have been referred to the new administration for further action. I wish them every success in their endeavors and the same joys that I experienced in serving the Group, first as Vice-President (1986-89), then as President (1990-93).

As a final word, I would like to thank those who sent me and my wife holiday greetings; again, I apologize for using this medium to convey my appreciation.

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## *Book Reviews*

**Ron Wike, *British Empire Civil Censorship Devices, World War II: Trinidad and Tobago* (Perth, Scotland: Chavril Press, 1993), 84 pp.; softbound; 29.5 x 20 cm (A4 format); no bibliography, no index. Available from the author at 20 Isherwood Close, Warrington WA2 0DJ; price: £15 postpaid in the U.K., £16 in Europe, and £18 elsewhere. (The North American distributor is supposed to be Dann Mayo [P.O. 20837, Indianapolis, IN 46220], but a request for price information remained unanswered at press time.) ISBN 1-872744-11-7.**

The only previous treatment of censorship in Trinidad during the Second World War was the late Brian Renshaw's nine-page article in the first *Roses* handbook, published 18 years ago. This much expanded work by a BCPSG member is quite welcome and represents a major addition to WWII censorship studies.

Ron Wike's monograph is part of a series that be-

gan a few years ago with a book on civil censorship devices in the United Kingdom, written by Tony Torrance and Kurt Morenweiser. Although there appears to be no explicit connection, in either case, with the Civil Censorship Study Group, all three authors are members of that group.

The monograph begins with a review of Trinidad's place in the broader context of British censorship in the Atlantic and of British-American cooperation. The organization and operation of censorship are examined and the development of the number system is discussed. This is followed by a detailed study of the handstamps and the labels, including the straightline datestamps found on the latter. Various special-usage devices, as well as the five-bar security cancels and the postwar "Held by British Censor" handstamps, are also explored.

There is no bibliography, but there is an abundance of abbreviated text references that will be clear to those familiar with British censorship. The illustrations are



quite good, and even cover illustrations, while not outstanding, are more than adequate. The text could have been improved with the light hand of an editor and the somewhat heavier touch of a proofreader: there are many plural verbs with only one subject and singular verbs with several subjects. And how did the word "air-mail" land on paper as "70rmail" (page 14)?

All in all, this is an excellent work, and while the author implicitly admits that in some areas there are more questions than answers, it is probably as close to definitive as we are likely to get. The need for monographs of this type dealing with the Caribbean area is undoubted, and one hopes that further studies will be published soon. – *M. Forand*

**William J. Clark, *The Airmails of Bermuda, 1925–1992: A Specialised Catalogue and Illustrated Price List*. third edition, revised and enlarged (Greenwich, Conn.: Havemeyer Press, 1992), 84 pp. (unpaginated); soft-cover, spiral-bound; 21.5 x 13.7 cm; bibliography, no index. Available from the author at P.O. Box 7432, Greenwich, CT 06836; price: \$49.95 (\$39.95 to BCPSG members). No ISBN.**

While this new edition is dated 1992, it was released only in late 1993, as it was delayed by production difficulties. The second edition (published in 1991), had 76 pages; the first edition (1990), 68 pages. The fact that the first two editions sold out rapidly suggests that Bermuda first-flight covers are indeed a popular area, but one wonders if they warrant an annual catalogue, especially given the high price of this third edition and the modest increase in the number of pages between editions. Some covers and varieties have been added, as have new flights.

The compiler, a BCPSG member, reminds us that this is a price list: high valuations in previous editions have drawn a volley of criticisms, and indeed, some of the prices in the catalogue are quite astounding. For example, a first-flight cover prepared for the 1 May 1979 Eastern Airlines flight from Bermuda to Philadelphia is priced at \$5,000, apparently because only five pieces were flown. The four covers known to have been aboard a 1969 Chicago-Bermuda first flight by the same airline attract a price of \$7,500. Clark is unrepentant, however, and in the foreword launches a spirited defense of his pricing policy.

The press releases accompanying the book claim that it is a milestone in desktop publishing, but in fact many of the computer-scanned illustrations are rather poor, in part because they have been reduced to fit the size of the catalogue.

Still, this is, at the moment – as the press releases state – the most complete listing of Bermuda first flights ever compiled, and that fact probably will make it a must for specialists. – *M. Forand*

**Robert G. Stone, *A Caribbean Neptune: The Maritime Postal Communications of the Greater and Lesser Antilles***

***in the 19th Century* (New York: The Philatelic Foundation, 1993), 392 pp.; hardcover; 26x18.5 cm; illustrated, bibliography, no index. Exclusive worldwide distributor: Leonard Hartmann, P.O. Box 36006, Louisville, KY 40233; price: \$65, postpaid by surface anywhere in the world; \$85 by air. ISBN 0-911989-22-6.**

Three views are offered on this book:

From *D. Scott Gallagher*: This long-awaited tome is now available. Delays were caused by the reorganization of the Philatelic Foundation; by editing, revisions, and additions; and by relocation of the author. The book has a splendid blue buckram binding with silver lettering. It contains 14 sections and concludes with the Spanish-American War of 1898.

My wife, Shirley, and I have maintained close contact with Bob Stone in the past six years as this book jelled; and we recently asked him for a comment to include in this review. Bob stated: "I wrote this mainly for postal historians, but added items with potential to enlighten and fascinate others who may have interests outside the scope stated in the title."

Indeed, Bob Stone's ability to tie socio-economic aspects to postal history does broaden this publication. He did the same in *Danish West Indies Mails*, published in 1979, of which he wrote volume 1, devoted to the postal history. The purchase of that out-of-print slim book, now worth about \$200, will not be necessary for many, since *A Caribbean Neptune* contains most of the earlier information, plus much more assembled in the past two decades.

The area covered by the new book is difficult, with the routes and rates puzzling for many letters. Bob Stone continues to be a pioneer, and his new book is more than just a compilation of information. The reader will be pleased and stimulated, especially if now enabled to understand and explain some letters unclear before.

Only 750 copies of *A Caribbean Neptune* were printed, and almost 200 are gone! Don't delay in getting your copy.

\* \* \*

From *M. Forand*: The first comment that comes to mind about *A Caribbean Neptune* is that its subtitle promises more than the book delivers: while it gives the impression that the entire Caribbean area is covered, in fact the book focuses exclusively on mail communications conducted between Cuba, Puerto Rico, and St Thomas – and between these islands and Europe or the United States – by Spanish, British, French, U.S. and German packets. No one will deny that attempting to cover this more limited area represents a challenge in itself, but by referring to "the Greater and Lesser Antilles," the title suggests that the book also covers Hispaniola (Haiti and the Dominican Republic) and Jamaica, as well as the islands to the south of St Thomas. It does not. In addition,



many packet services (those provided by Dutch or Venezuelan companies, for example) are ignored. This is not a criticism of the book itself, of course, but of its all-encompassing title. Given these exclusions, Stone's explanation of his title choice in the preface is unsatisfactory.

*A Caribbean Neptune* provides a detailed review of government-subsidized or -contracted packet mail services and private shipping lines linking St Thomas, Puerto Rico, and Cuba. It examines the relations between the Cuban post office at Havana (and the Danish West Indies post office at St Thomas) and the foreign post offices (British and French) located there; also discussed are letters carried either within or outside the mail, changes in services, postal rates, etc. A number of packet lists and general schedules are included, and three inventories of particular types of covers are found – covers with Spanish-language St Thomas marks (1840s–1870s); covers carried by Spanish mail packets on the Havana-St Thomas line (1856–73); Cuba-Buenos Aires covers of 1871–75. Many collectors will find these particularly useful.

The structure of the book is somewhat disconcerting. For example, packet services between Spain and Cuba or Puerto Rico are discussed in Sections 5, 7, and 13, while the intermediate sections deal with regional mail services, postal handstamps, and British, French, and U.S. packet services. One wonders why Spanish services were not all treated in successive sections.

There are many illustrations throughout the book, including a number of maps of very diverse origins. Also included are a large number of hand-drawn postal markings used at St Thomas, Havana, and San Juan (and a few other offices in both Cuba and Puerto Rico), as well as on board the steamers that plied the waters between the three islands. There are many letter and cover illustrations (about 115), but all of them have been treated so as to remove all details other than the address, postmarks, and adhesive stamps on these items: the tears, creases, and stains typical of nineteenth-century letters are totally absent, giving these illustrations a uniformly grey and curiously abstract appearance.

Stone's research is based, in part, on the works of others; given the scope of this work, that was inevitable. However, the reference system is somewhat chaotic. In addition to the main bibliography at the end of the book, there are partial lists of references (overlapping the main bibliography in part) in the middle of the section on U.S. mails and at the end of the section on the U.S. blockades of Cuba and Puerto Rico in 1898. Several works cited in the text (including articles by the author himself) are not referenced at all. The absence of an index is a major drawback in a work of this complexity.

Despite these shortcomings, *A Caribbean Neptune* unquestionably offers much invaluable information for those with an interest in the maritime communications of Cuba, Puerto Rico, and St Thomas. It can rightly be viewed as a major new work in this area.

\* \* \*

From *M. H. Ludington*: When Robert G. Stone's work on the postal history of the Danish West Indies appeared as volume I of *The Danish West Indies Mail* in 1979, I found that it required a great many corrections, and as he was already planning a much larger work, I provided him with a considerable amount of information, both at that time and since, based on my own research in contemporary newspapers and official records.

*A Caribbean Neptune* primarily covers the mail services to and from Cuba, Puerto Rico, and St Thomas. I make no claim to knowledge of these services except those involving routes via Bermuda and the Bahamas, chiefly by British and, later, American and Canadian steamship companies. However, there are still many errors, omissions, and mis-statements throughout the relevant portions of the new book. The following list of corrections includes those noticed on a first reading.

**Page 5** – Map B omits the shipping route between St Thomas and Bermuda, which was in continuous operation by the RMSP (1843–50), Cunard (1850–79), the Quebec Gulf Ports S.S. Co. (1876–1914), and Pickford & Black (1888–1912). It also omits the connection between Nassau and Savannah on the Chagres-Kingston-Inagua-Nassau-Savannah route of 1852–53.

**Page 12** – British steamer companies: the Quebec & Gulf Ports S.S. Co. changed their name to Quebec S.S. Co. on 29 April 1880 and survived, though under Canadian government control during WWI, until 1917.

U.S. steamer companies: S.S. *Tybee* was owned by W. P. Clyde & Co. by the mid-1870s.

**Page 146** – 1st para., line 13: such loose letters can often be identified by the fact that letters headed at the top at one port are postmarked at the next port of call.

3rd para., line 10: letters to Great Britain and British Colonies could be sent prepaid or unpaid from 1842, at the option of the sender.

**Page 148** – 2nd para., line 6: the Falmouth packets never went to Charleston. Bermuda was always on the Falmouth-North America packet route, but for nine months (January–September 1827), the returning Mexico packet was diverted after leaving Crooked Is., Bahamas, to call at Bermuda before proceeding to Falmouth. Stone seems not to have any knowledge of the lists of Falmouth packet sailings and arrivals there compiled by Miss M. E. Philbrick from the Falmouth newspapers of 1756–1843. Occasionally a port of call in the West Indies is mentioned, a few with dates.

**Page 154** – Map L mistakenly shows that the Falmouth packets called at Nassau, whereas they only called at



Crooked Island, some 250 miles to the south. After 1835 outward mails from the Bahamas were carried by sailing mail boats from Nassau to the Falmouth packets at Havana or occasionally Kingston, Jamaica.

**Page 158** – 2nd para.: RMSF mails were dispatched and landed at Falmouth until October 1843 chiefly because the organization at the Falmouth post office and the mail coaches from and to London were already set up.

3rd para.: Turks Island was chosen as a distribution point because of its geographical location, ignoring the fact that there was no harbor, but only an open roadstead, unsuitable for anchoring except in calm weather.

**Page 160** – Service at Havana: this paragraph is confused and incorrect in many respects. The route from Havana to Mexico included a call at Balize, at the mouth of the Mississippi (for New Orleans), which was changed after October 1842 to a call at Cat Island or Ship Island and then in 1849–50 to a call at Mobile, Alabama, after which no calls were made at U.S. ports.

Services to Santiago de Cuba: in the 1840s the steamers arriving at Kingston, instead of waiting there for five or six days, went to Santiago, and returned to Kingston before proceeding to Havana and either on to Mexico or to Nassau and Bermuda on their return trip to Southampton.

**Pages 161–162** – Services from St Thomas and Havana by Cunard, 2nd para.: Cunard had a mail contract between Halifax and Bermuda from 1833 to 1848 by sailing boats and from 1848 to 1854 by steamers. From November 1850 to December 1854, they also had a steamer service from New York via Bermuda to St Thomas. This was modified in December 1854 to a single service Halifax-Bermuda-St Thomas, which survived until December 1879, when Kingston replaced St Thomas. The ships employed by Cunard on their lines to St Thomas were: *Merlin* (1850–64), *Petrel* (1852–53), *Curlew* (1853–56, wrecked at Bermuda on 18 March 1856), *Ospray* (1854–56, formerly on the Halifax-Bermuda route from 1848 and filling in at intervals), *Delta* (1856–74), *Alpha* (1863–86), *Beta* (1874–86). The *Alpha* and *Beta* were sold in 1888 to Pickford & Black of Halifax, who returned them to Halifax-West Indies routes.

**Page 162** – 2nd para., regarding the RMSF steamers to New York, May 1848-January 1850: two steamers met at Bermuda, one from Havana and Nassau and the other from St Thomas. At the discretion of the local RMSF agent, one proceeded to Southampton and the other to New York and back, and continued on to St Thomas. The Cunard steamers on the New York-Nassau-Havana route did not go to Havana in the two months (three in 1866) of mid-summer each year because of yellow fever epidemics in Cuba. The *Corsica* was in service from

April 1863 to December 1867, and was sold to the RMSF in January 1868.

5th para.: the Atlas Steamship Co. was usually known as the Atlas Mail Line. Its ships rarely, if ever, called at Havana but ran from Venezuela to Curacao, the Dominican Republic, and/or Haiti to New York, occasionally calling at Kingston and, in 1874-1875 only, Nassau. Its ships included the *Alps*, *Andes*, *Atlas*, *Claribel*, and *Etna*. Neither *Lagos* nor *Mandingo* were ships of this line.

A number of American steamship lines ran from New York to Havana and/or other Cuban ports after the American Civil War, some proceeding to Mexico or Central America. One of these was the Atlantic Mail S.S. Co., which ran from 1866 to Havana, obtained the British mail contract between New York and Nassau starting in January 1868, but declared bankruptcy in January 1873. One of their ships, sold in 1873, was the *Crescent City*. Other American lines were the New York, Havana and Mexican Mail S.S. Co. (F. Alexandre & Sons); the Savannah Line (Murray, Ferris & Co.); the Mallory Line; the New York and Cuba Mail Line (the Ward Line); etc.

**Page 171** – Figure 10-5: I question the claim that two double-arc datestamps and two crowned-circle handstamps were issued to the San Juan post office. Only one of each was recorded by the G.P.O. London, listed by Robson Lowe, and confirmed in the Gibbons catalogue.

**Pages 182–183** – Figures 10-11 and 10-12: I also question the claim that six double-arc datestamps (Robson Lowe types PH and PL) and 11 crowned circles were issued to Havana. Only two datestamps and three crowned circles were recorded by the G.P.O. London, listed by Robson Lowe, and confirmed in the Gibbons catalogue.

**Page 184** – Figure 10-13: I question the claim that two crowned circles were issued to Santiago de Cuba. Only one was recorded by the G.P.O. London, listed by Robson Lowe, and confirmed in the Gibbons catalogue.

Did Stone actually see the original covers with these extra datestamps and crowned circles, or at least untouched photocopies of them? Or did he go by rough sketches provided by the owners of covers? It is clear from other illustrations throughout the book that many postal markings have been touched up even on photographs, and this obviously happened to the line drawings. One wonders how many other “line drawings” are accurate.

**Page 185** – 2nd para.: Lieut. Aplin, the postal agent on RMS *Tay*, arrested and imprisoned in Havana for refusing to hand over the mails in transit to the Cuban Post Office, was actually held for only a couple of hours before being released.



4th para.: the new British consul at Havana, arriving on board the *Medina*, wrecked at Turks Island on 12 May 1842, was J. T. Crawford; J. Crawford, perhaps a brother or cousin, was the British consul at New Orleans.

**Page 213** – Illustration no. 8 is of RMS *Medway II* (1877–99).

**Page 214** – Illustration no. 9 is of RMS *Clyde II* (1890–1915).

**Page 217** – List of packets: *Medway I* (1842–61).

**Page 263** – 2nd para.: *Tubal Cain* was a captured British blockade runner, which was on the New York-Havana route from about August 1862 to about August 1863. Refitted and transferred in September 1863 to a new route – New York-Bermuda-St Thomas-San Juan-Maya-guez-Santo Domingo and return – for two unsuccessful trips ending at New York on 29 December 1863. She was then returned to the New York-Havana service.

4th para.: S.S. *Tybee* also served Turks Island in the 1870s.

**Page 265** – 2nd para.: the RMS route San Juan-St Thomas-Bermuda-New York ran from May 1848 to January 1850.

**Pages 269–270** – Names of ships endorsed on covers from Cuba: *Carondelet* (1870s-1880s); *City of Austin* (1870s-1880s); *City of Merida* (c. 1870, lost by fire at Havana on 4 September 1884); *City of Panama* (c. 1872, wrecked August 1877); *City of New York* (1873, lost by fire in June 1880); *City of San Antonio* (1880s); *Cleopatra* (c. 1866, lost in collision on 23 October 1889); *Columbia* (1861-July 1874); *Crescent City* (1867–73); *Cuba* (1865–79); *Eagle* (1867, wrecked 4 March 1870); *Missouri* (1868, burned at sea on 22 October 1872); *Morro Castle* (1865, burned at Charleston in 1883); *Rio Grande* (1870s-1880s); *San Jacinto* (1870s); *State of Texas* (1870s-1880s); *Western Texas* (1870s-1880s).

**Page 271** – 1st para.: British contract packet services be-

tween Havana and the United States in May 1848–January 1850 were provided by RMS packets via Bermuda.

3rd para.: the Havana-Mexico RMS packets called at Balize, at the mouth of the Mississippi for New Orleans, January-September 1842. Calls at Cat Island or Ship Island for New Orleans started in October 1842 and continued until February 1849, when Mobile, Alabama, was substituted. (This should have been January 1849, but *Forth* was wrecked on its way to Mexico).

**Page 273** – 1st para.: *Karnak* was wrecked at Nassau, arriving from Havana, on 14 April 1862. The schooner *Vigilant*, not *Evelina*, carried the mails on to New York, arriving on 27 April. There was no Cunard mail to or from Havana in May until the *British Queen* sailed from New York on 24 May 1862.

**Page 285** – The *Fah Kee* sailed to both Nuevitas and Santiago de Cuba. The ship's agents at Santiago – Brooks & Co. – made and used both their own circular date-stamp and the shield-shaped dated mark with the ship's name. A few covers are known with both marks in the identical ink. At least two covers are known with the shield mark on the front, and a total of about 15 covers in all are known with this mark, some poor or partial strikes.

**Page 287** – Figure 12-31, per S.S. *Roanoke*: the *Roanoke* was on the New York-Havana service from 1862. Leaving Havana on 29 September 1864, she was captured at sea by a group of Confederates under a Lieut. Braine, posing as passengers, and taken to Bermuda, hoping to refuel offshore, for she would have been recaptured if she had entered St Georges harbor. But the seas were too rough for the lighters to come alongside, so the passengers and crew were sent ashore and the *Roanoke* was set on fire and scuttled on 9 October 1864 outside territorial waters. The Confederates were arrested, but released when they produced "Letters of Marque" showing that their actions were an "act of war" and not piracy. The Confederates disappeared, apparently returning to Wilmington, N.C. on various blockade runners.

## New Issues

by CLIFF ABRAM

Over 50 per cent of the countries have responded favourably to our request for data on new issues. Some have also provided information on postal rates and postal stationary. All of this presents a dilemma, as there is not enough space available in the journal.

Therefore, the information is passed on in a con-

strained format. The printing, format of sheets, perfs, etc., will be omitted; the intent, is to provide information about what has been released recently or will be in the near future. I hope this will be satisfactory, but I would appreciate reactions from readers on this subject. For those require full technical details on new issues, please



write me and I will gladly provide this information.

It is also a pleasure to note that some of the countries have been extremely generous and have provided specimen stamps (some overprinted as such). These were forwarded to Bill Gompel, our auctioneer, and were offered in the Group's auction last November. This practice will continue.

Some of the issues released in 1993 and early 1994 again cover an amazing variety of topics. Here is a sample.

#### *Nevis*

March 26 – Ten species of flowers found on Nevis are depicted on eight stamps and two souvenir sheets. these designed by Mary "Ching" Walters.

May 17 – A set of eight stamps and two souvenir sheets that depict ten Butterflies, found on the Island. These stamps were designed by Tammy Muse.

#### *Barbados*

June 8 – Four stamps were issued that show seventeenth-century cannons; these should be of great interest to collectors of Militaria on stamps.

#### *Jamaica*

April 26 – Set of four values that portray Pottery/Ceramics, the items depicted are by local artists that taught, or were taught, ceramics at Jamaica's School of Arts; the pieces reflect an influence of West African art forms.

#### *Cayman Islands*

June 16 – An interesting issue of four values that depict "Rays" that are found in waters around the islands. These stamps were designed by Gordon Drummond.

#### *Antigua/Barbuda*

June 29 – "Inventors and Their Inventions," eight stamps and two souvenir sheets, have the invention as the centrepiece with an inset portrait of the inventor. This issue should be of particular interest to topical collectors of many themes. These are very attractive stamps.

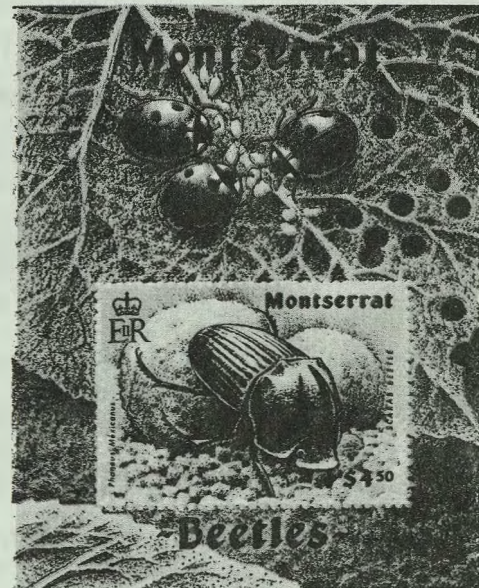
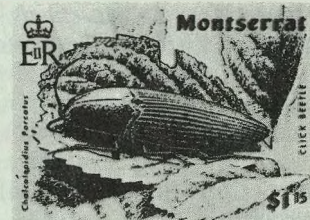
#### *Barbuda*

October 9 – Another issue catering to topical enthusiasts, consisting of four values showing Birds, overprinted "World Birdwatch 9-10 Oct 1993."

November 11 – A sheetlet of 12 stamps depicting "Endangered Species" of the Caribbean.

#### *Montserrat*

January 21, 1994 – A very attractive set of four stamps and a souvenir sheet featuring local Beetles.



\* \* \*

Note: The Nevis Philatelic Bureau has advised me of its 1994 program, which will comprise seven issues, on the following themes (no release dates were provided):

- Fishes in local waters
- Cats
- Disney (a continuation of this series)
- Bees (promoting local bees associations)
- Local architecture
- Hummel figurines
- Christmas (traditional topics).



## HELP!

**Authors submitting articles for the journal are requested to note the following guidelines.**

- 1 When submitting an article, please type it, if possible. If that is not possible, please ensure it is written clearly, preferably double-spaced. And finally, please review your article before sending it, to make sure there are no missing words or obscure sentences.
- 2 If outside sources are cited in the text, the article should be accompanied by a list of references providing full details, as follows:  
  
Books: name(s) of author(s), full title, city of publication, name of publisher, date, page numbers;  
  
Articles: name(s) of author(s), full title of article, name of periodical, date, volume and issue numbers, page numbers.
- 3 For ideal quality of reproduction, especially of stamps, black-and-white prints are unquestionably the best type of illustration. If you cannot send photographs, photocopies are acceptable, but please observe the following rules.
- 4 When photocopying a stamp, a proof, or a cover, especially if it is made of white paper, **ALWAYS** place a piece of **dark paper** (or any dark object) on top of it, in order to make its contours visible. Unfortunately, many illustrations submitted with articles are not prepared this way, and the results in the journal are very unsatisfactory: stamps and postmarks on a cover, for example, appear to be suspended (like objects in a Magritte painting) because the edges of the cover are invisible. When you have made a photocopy, examine it to ensure the illustration is not too dark or fuzzy. Note: the black-and-white setting of color copiers (such as the Canon Laser Color Copier) produces crisp, very realistic photocopies, although they tend to be a bit more expensive.
- 5 Illustrations should be submitted separately from the text. As all articles are retyped (or reformatted if they are sent on a computer diskette), when illustrations are affixed to the body of the article, they have to be removed, which entails the risk of damage. A corollary of this is: no adhesive tape of any kind (such as Scotch Tape) should be used on the front of illustrations to hold them in place on a sheet of paper. That will almost certainly ensure their destruction.
- 6 Copies of stamps, proofs, covers, etc. should preferably be submitted on the full sheet (i.e., 8½" x 11" or A4 size) on which they are made; however, a half-sheet will do if only one stamp or cover is being shown. The reason for this request is quite simple: because the BCPSG does not have a graphics scanner, the layout of the journal is still done the old-fashioned way, once the text has been set on the computer and text layout pages have been produced. When the illustrations provided are photocopies, an electric waxer is used to wax the back, thus making it possible to apply each illustration on the layout page by pressure and to remove and transfer it to another page if required – and it is often necessary to do so. The waxer consists of a roller and a hot-wax chamber. When the waxer is operated, hot wax is transferred to the roller which, when it is applied to small pieces of paper (such as stamp-sized photocopies) in order to wax them on the back, will almost inevitably “snatch” them and either damage or swallow them. With larger pieces of paper, this does not happen. It's OK to photocopy several illustrations on the same sheet, but please ensure there is a reasonable amount of space between them (at least ½ inch) and they are fully cross-referenced to the text so that they can be properly identified. Do not mark the back of the illustration, as it will be hidden from view once it is waxed.
- 7 If you are not certain whether you can meet these guidelines or if any of them pose a problem for you, please contact me. We will look for alternative solutions.

*Michel Forand, Editor*



## Caribbean Round-Up

### Jamaica: Special Delivery to the U.S.

From R. V. SWARBRICK:

The illustration below is of an item recently purchased that is of some interest, and I hope to enlist the help of our U.S. friends in clarifying a few points.

The cover is dated NO 13 1935, and the combined value of the stamps is 1s6d, to which two U.S. 5¢ stamps have been added and also cancelled at Kingston on the same day.

The manuscript additions – ‘Air Mail’ and ‘Special Delivery’ – would seem to be in the same handwriting as the address. At this point, I feel I need help, as the handstamped instructions are in maroon-coloured ink, something that I have never seen used in Jamaica but is very similar to that used by the U.S. Post Office. Also ‘POR AVION’ is somewhat unusual, as the French ‘PAR

AVION’ would have been the norm.

Assuming that the handstamps were applied on arrival in the U.S., why go to the trouble of adding ‘AIR MAIL’ since presumably the letter had already arrived!

I have gone through the Jamaica Post Office Guide for 1937, the nearest date I have, and there is no mention of any Special Delivery facility being available, nor is there mention of stamps being available for this purpose. I consulted a fellow collector who has access to U.S. postal guides, and he can find no mention of any arrangement.

Two possibilities could be suggested: Is this a private arrangement by Pan Am, which had the mail contract? Or is the cover philatelically inspired?

I would, of course, be delighted to hear that this was a genuine, but seldom used facility, somewhat similar to the arrangement that Bahamas had with Canada about the same time.



### Turks & Caicos Islands: A New Variety

From M. H. LUDINGTON:

Turks & Caicos Islands, 1900 Salt Raking issue, 2s purple, wmk. crown & CC, perf. 14, imperforate at left between the stamp and the sheet margin. If only one sheet was affected, then only five examples of this variety originally existed, for these stamps were printed in sheets of 30 – 6 by 5. The copy shown here is no. 13 in the sheet (row 3/1), since it has the central marginal cross.





*Recent Articles on B.W.I. Subjects*

Compiled by M. FORAND

- Aggersberg, David. "Grenada mint airport," *Catalogue Column, Gibbons Stamp Monthly* (January 1993): 70 [report of a mint copy of SG 661B].
- \_\_\_\_\_. "Another missing 'C,'" *Catalogue Column, Gibbons Stamp Monthly* (February 1993): 110 [new 'c' of 'CA' missing watermark variety on Dominica SG 128].
- \_\_\_\_\_. "Surcharged Jubilees," *Catalogue Column, Gibbons Stamp Monthly* (March 1993): 76 [varieties on the 1899 surcharge of British Guiana].
- \_\_\_\_\_. "Cayman Islands elongated 'Y,'" *Catalogue Column, Gibbons Stamp Monthly* (August 1993): 104 [flaw on the King George V ½d, both unoverprinted and with the 'WAR TAX' overprint]
- Anon. "Montserrat," *Stamp Magazine* (December 1992): 56-9.
- Anon. "Stamps are a good investment," in British Virgin Islands Philatelic Society, *Third Annual Stamp Exhibition* (Tortola, March 1993): 37-8 [BVI stamps are used as examples].
- Augustinovic, Horst. "PASSED BY CENSOR handstamp," *CCSG Bulletin* 96 (July 1992): 211.
- \_\_\_\_\_. "Censorship in Bermuda during the Boer war and the two world wars," *Bermuda Journal of Archaeology and Maritime History*, vol. 4 (1992): 91-129.
- Baldwin, P. L. "SG Part I 1992/3: St Kitts-Nevis 3d (73b, etc.)," *Geosix* 166 (December 1992): 8-9.
- Bergman, Ernest L. "Bermuda 'opened' tapes," *CCSG Bulletin* 94 (January 1992): 53-5.
- Doran, Marge. "Leeward Islands stamps," in British Virgin Islands Philatelic Society, *First Annual Philatelic Exhibition* (Tortola, May 1990): 35-6.
- \_\_\_\_\_. "Why does 'British' come and go on BVI stamps?" in British Virgin Islands Philatelic Society, *Third Annual Stamp Exhibition* (Tortola, March 1993): 43-5.
- Frasketi, Joseph J. "My first tracking station cover," *Astrophile* (March 1993): 8-9. [Narrates events leading to the preparation of covers from the Grand Turk Island Tracking Station during the Mercury Space Project in 1961]
- Freeland, C. A. "British Guiana: 2/12¢ and 2/24¢ provisionals," *London Philatelist* (December 1992): 349.
- Glasgow, E. "Bermuda: another world," *Stamp Lover* (December 1992): 168-9.
- Holloway, Brian. "Stamps commemorate the discovery of the New world," in British Virgin Islands Philatelic Society, *Third Annual Stamp Exhibition* (Tortola, March 1993): 27-35.
- Huxley, Frank. "Antigua Victory issue," *Geosix* 163 (March 1992): 7-8.
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Adutt, *Notes on a Display of the Cayman Islands*, 12 p., reprinted from *The London Philatelist* (1911)  
Babcock, *Unusual Stamps of Jamaica*, 33 p. (1955)  
Baldwin, booklets on Barbados and Trinidad airmails, 8 p. and 12 p. reprinted from *The Aero Field* (c 1950)  
Bailey, *Current Post Offices and Postmarks of Jamaica* (1968)  
Beckton, *British Honduras Local surcharges*, reprinted from *The London Philatelist*, 16 p. (c 1925)  
Poole, *Postage Stamps of British Honduras*, 40 p. (1910)  
Saunders, "The KGV issue for Bermuda: an attempt to examine and evaluate new evidence" (KGVICS, 1970)  
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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; 41pp.	\$8.00	\$8.50	£5.30
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