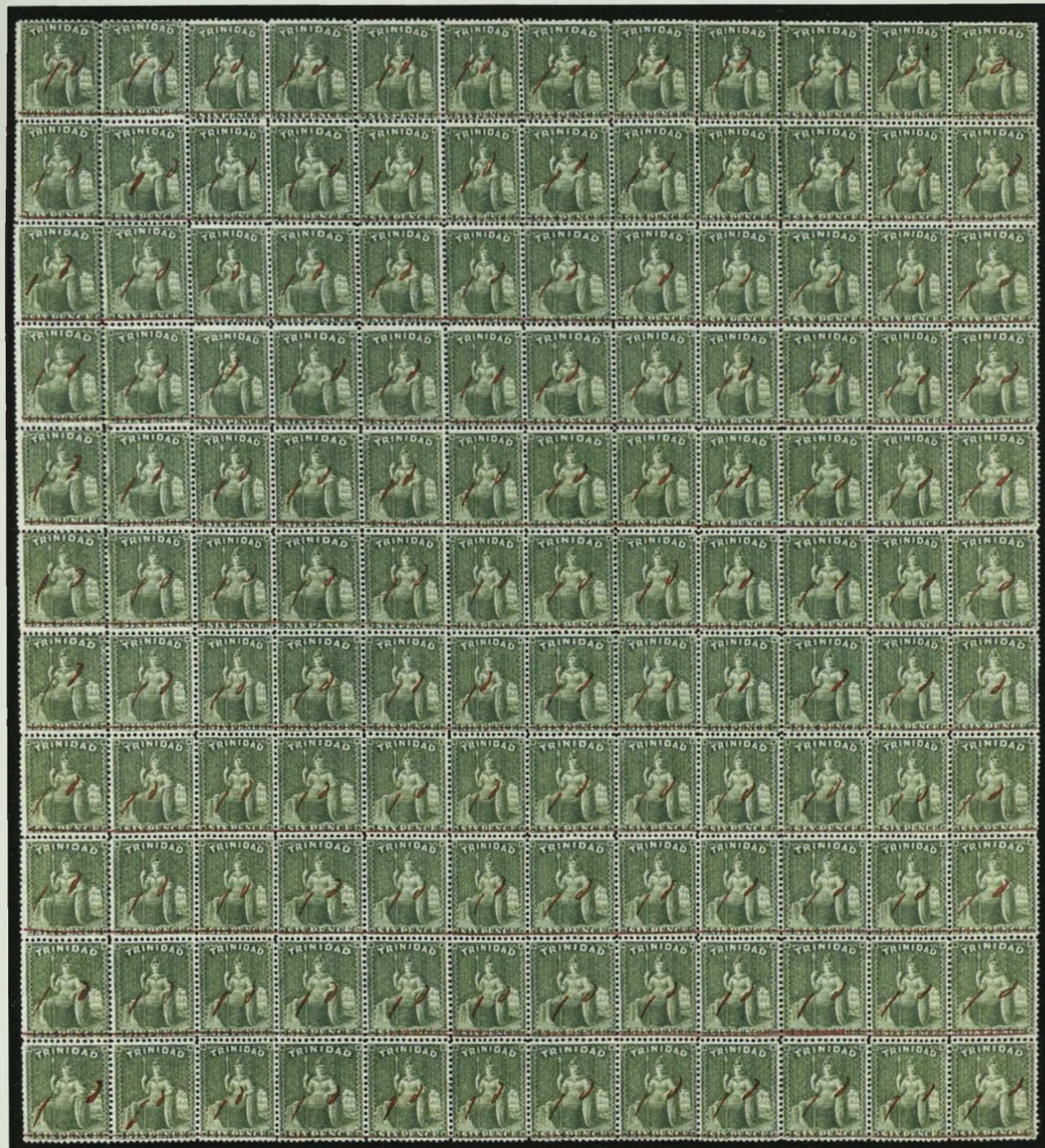


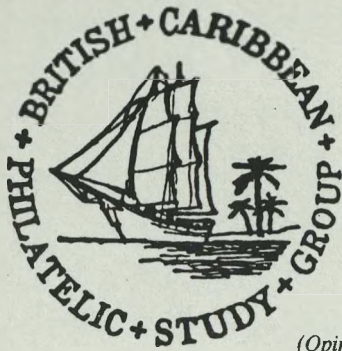
# BRITISH CARIBBEAN PHILATELIC JOURNAL

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*The Trinidad 1d on 6d surcharges. See Edward Barrow's research beginning on page 7.*



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### DEADLINES FOR THIS PUBLICATION

**January issue:** Deadline November 15, mailing December 30

**April issue:** Deadline February 15, mailing March 30

**July issue:** Deadline May 15, mailing June 30

**October issue:** Deadline August 15, mailing September 30

# Secrecy, Military Bases and Pan American Airways:

## *An unusual Wartime Cover from Barbados to Trinidad*

By **Jerone R. Hart**  
*Of the USA*

Over the years that I have collected various areas of Barbados, I have come across some very interesting covers. Such is the case with the cover seen in Figure 1. At first glance, the cover appears to be quite ordinary. It is addressed to Mr. Eversley Worrell, Pinto Labour Camp, Walsh Driscoll Co., Trinidad, BWI. At the very bottom of the cover, also in manuscript, is the notation or designation "No 31414."

The cover was franked with the 3d and 1d definitives from the 1938 George VI small format "Seal of the Colony" issue. The combination of the two stamps made up the 4d airmail rate from Barbados to Trinidad by British West Indies Airways service. At the top of the cover, in manuscript and in the same color ink used to address

the cover, is the notation "By air Mail." A May 12, 1942 double circle killer datestamp of the Barbados GPO canceled the adhesives. The back has a Port of Spain, Trinidad receiving handstamp also dated May 12, 1942 with a time code of 2:30 p.m. Thus, the cover made it from Barbados to Trinidad in less than a day.

Whoever owned the cover before me drew a very light penciled arrow pointing to the portion of the address that reads "Pinto Labour Camp." Being curious as to why someone would go through the trouble of pointing out this part of the address, I decided to see what information I could find on the Pinto Labour Camp in Trinidad during 1942. I first went to the Yale University Library and did a computer search. This computer search turned up

nothing. I then went into the stacks of the library and went through a number of standard history texts for the Caribbean and Trinidad and again turned up nothing.

I returned home and was about to give up the search when I decided to go onto the Internet. I logged onto the Google website and entered "Pinto Labour Camp." Again, my search turned up nothing. I was about to give up when I decided to give it one last try and changed the focus of my search to that of the "Walsh Driscoll Company." This search immediately turned up several hits on Google.

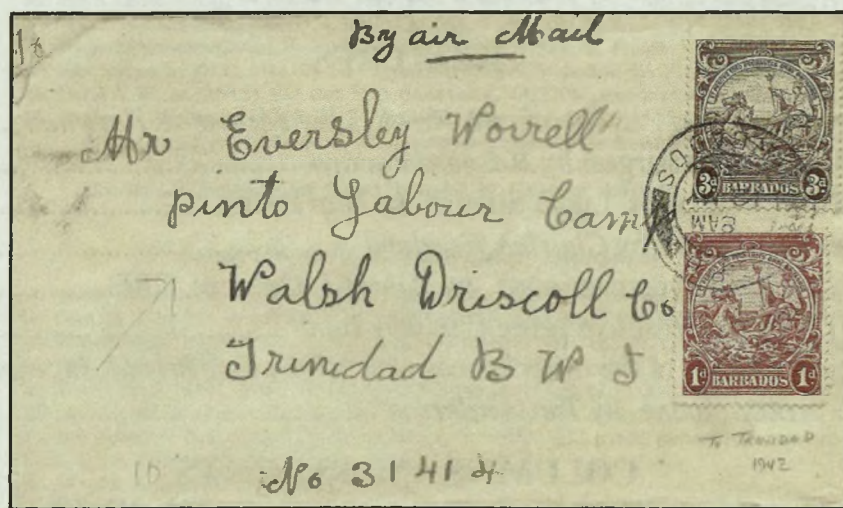


Figure 1: Front of cover sent to Eversley Worrell at the Pinto Labour Camp in Trinidad.

One of the entries was an article titled "Building the Atlantic Bases" by Charles Hendricks.<sup>1</sup>

The pamphlet is a U.S.A. Army/Military engineering publication. This 49-page pamphlet describes the deal made between the U.S. and Great Britain in Sep-

tember 1940 that gave Britain 50 U.S. ships of various types and a large cache of munitions in exchange for the right of the U.S. government to build military bases in Newfoundland, Bermuda, the Bahamas, Jamaica, St. Lucia, British Guiana and Trinidad. The idea behind this grand plan was to create an Atlantic and Caribbean defense force that could be used to repel German warships and submarines should the need arise. In addition, these various bases would provide secure airfields and refueling stops for planes ferrying vital equipment, supplies and manpower to the European war front.

On page 37 of this pamphlet I found the answer to my question concerning the Pinto Labour Camp. In 1941, the Walsh Construction Company and the George F.

Driscoll Company were given the contract to build and maintain Waller Field (basically a U.S. Army air base) and Fort Read (an adjoining Army base). The project was quite massive and incorporated the conversion of over 17,000 acres of interior Trinidad into the largest military facility in the Caribbean. The contract called for the construction of a two-mile long concrete runway as well as office facilities and housing for 8,500 men needed to operate, defend and maintain these facilities. The contract also called for the construction of some 50-plus aviation fuel storage tanks that would be used to store fuel for future shipment to Europe.

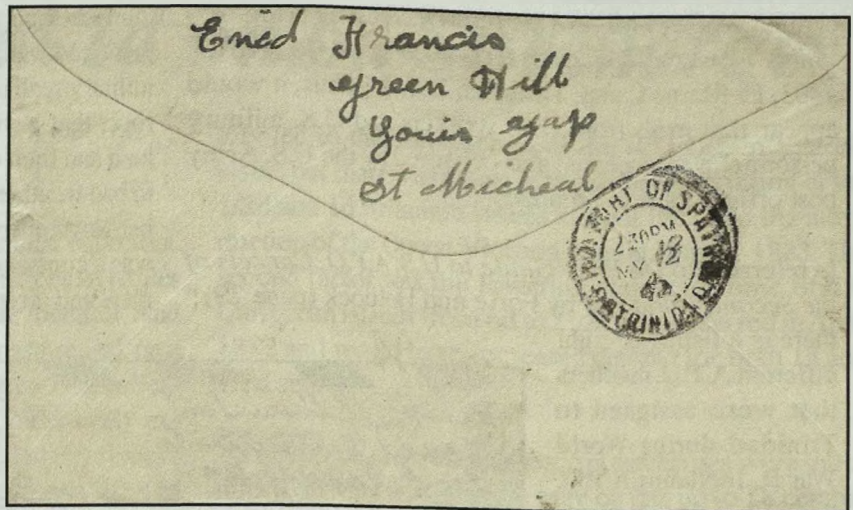


Figure 2: Reverse side of the same cover with sender's name and address and receiving mark.

The heavy demand for local labor caused by this massive project in addition to the U.S. Navy project of building a naval base on the other side of the island forced the contractors, now known as Walsh Driscoll Company, to look for workers in other parts of the Caribbean. Since Barbados was somewhat geographically close to Trinidad, the Walsh Driscoll Company recruited more than 2,000 workers from Barbados.<sup>2</sup> According to Hendricks, Fort Read, Waller Airfield and the U.S. Naval Base on Trinidad were not only the largest but also the most costly of all the Atlantic defense construction projects undertaken during the war. And, although begun in early 1941, construction on these three facilities continued until late 1944.<sup>13</sup>

Again, turning to the cover in Figure 1, it would appear that Eversley Worrell was one of those 2,000 plus workers recruited from Barbados to work on the massive construction projects for Waller Field and Fort Read. It would also appear that Pinto Labour Camp was one of several facilities that provided workers with housing and meals during the project. I suspect that the manuscript number, 'No 31414' at the bottom of the cover was some means of identifying Worrell so that he could receive his mail. Although I have searched for information on how the mail to and from these workers was actually handled during the period from 1941 to 1945, I have found nothing. Considering that there must have been several thousand civilian day laborers, engineers, project managers and administrative workers from several different countries involved in these massive construction projects during the war, there must have been some means of handling a huge amount of mail into and out of the island for these workers.

I suspect that incoming and outgoing mails for non-American workers were partially handled by the Trinidad GPO in Port of Spain. If we turn to Figure 2, on the

back of the cover we see a Port of Spain receiving mark dated May 12, 1942 at 2:30 PM. This marking indicates that the Trinidad GPO processed this incoming cover addressed to the Pinto Labour Camp. I also suspect that civilian mails addressed to these construction workers were collected and bagged at the Trinidad GPO and then delivered to the various work camps for distribution. But how then were these mails handled once they arrived at the work camps? This is only speculation on my part, but I believe that there must have been some sort of crude postal operations at the various camps. Perhaps these camps had a special building or some sort of facility where the mails received from the Trinidad Post Office were sorted and put into numbered postal boxes. Thus, the "No 31414" designation on the front of this cover is perhaps a postal designation indicating a specific postal box at the Pinto Labour Camp for the addressee, Eversley Worrell. I also believe that all non-U.S. worker outgoing civilian mails were collected at the camps, bagged and brought to the Trinidad GPO in Port of Spain for processing and forward transmission.

It also appears that mails for both U.S. civilians and U.S. military personnel were handled by U.S. Army post offices (APOs) in Trinidad. Such is the case with the cover seen in Figure 3. This cover dated October 2, 1941 was addressed to New York and was franked with a U.S. 15¢ airmail issue. The stamp was canceled by an American Base Forces, A.P.O. 803 handstamp. U.S. Army postal officials censored this cover in Trinidad before it was forwarded to the U.S. I suspect that U.S. Army censors were looking for any information the writers might have included in their letters that referred to the real nature of these construction projects and their locations. The address in the upper lefthand corner appears to be from a

*Continued on page 6*

civilian worker who gave his return address as being "c/o Walsh Construction Co. & Geo F. Driscoll Co., A.P.O. #803, El Marno Camp, Trinidad, B.W.I." Thus, it would appear that mails from U.S. workers and U.S. military personnel was processed and censored by the U.S. Army post offices there in Trinidad.

In referring to *The Price Guide to U.S. A.P.O. Cancels of the Second World War* by Forte and Helbock (page 29),<sup>4</sup> there is a listing of eight different A.P.O. numbers that were assigned to Trinidad during World War II, including A.P.O. 803. Thus, it would appear that the various campsites around the island had U.S. Army post offices to handle the mails of U.S. civilian workers and U.S. military personnel. Thus, we can conclude that there must have been two separate systems for the handling of the mails associated with these construction projects. For U.S. workers, it would appear an Army Post Office handled the mails.

For non-American workers it appears that the Trinidad GPO in Port of Spain, at least partially, handled these mails. It would be interesting to see if any of these outgoing mails were censored in Trinidad before being forwarded to their final destinations.

Before closing, there is one more interesting fact that Hendricks addresses in his pamphlet and that was the need for secrecy. This is where Pan American Airways comes into the picture. "Using authority contained in a June 1940 military appropriations act, the War Department on 2 November 1940 entered into a secret contract with Pan American Airways to build or expand commercial airfields in Central and South America and the Caribbean in accord with War Department specifications. Under this secret contract, the U.S. government would provide full funding for the work, and the Army Corps of Engineers would oversee the projects mainly from the United States." Hendricks then goes on to point out that these airfields "built and maintained" by Pan Am would accommodate both commercial and military aircraft.

Hendricks also states that the purpose of Pan Am enter-

ing into such a secret agreement with the U.S. government and the U.S. military was twofold. First, the U.S. military realized that the very northern air routes to Europe, that is routes through Newfoundland and Greenland and then on to Ireland, were particularly vulnerable to bad weather, especially during the months from October/November to March/April. In order to assure that there was a constant flow of men, supplies, munitions, equipment and aircraft to Europe, especially after the U.S. en-



Figure 3  
Cover addressed to U.S. with APO 803 circular datestamp.  
The cover was sent on October 2, 1941.

tered the war, the U.S. needed to develop and maintain a "southern Atlantic air route" through the Caribbean, South America, across the Atlantic to West Africa and then up into Britain; a route that was not weather sensitive.

Second, and perhaps the most important reason for Pan American's involvement in these projects was that the U.S. government and the U.S. military did not want to get bogged down in long protracted negotiations with local governments throughout the region in order to acquire land on which to build these bases. Thus, by funding these military projects under the guise of a Pan Am commercial venture, not only would there be very little resistance from local governments in the region to these projects, but a certain amount of secrecy could also be maintained. I find it somewhat amusing that both the U.S. government and the U.S. Army would have believed that anyone would have been fooled into believing that these massive projects, not only in Trinidad but elsewhere in the Caribbean were only a Pan Am commercial venture!

The impact of this secret funding agreement with Pan Am cannot be overstated. Although the purpose of these

# The Trinidad 1d on 6d Surcharges

By Edward Barrow  
Webmaster

This issue has long fascinated Trinidad collectors. I suspect this is because of the variations and styles of handwriting; no two stamps are identical. And perhaps the aesthetics of the issue; the bright red ink on a green background is striking. It was popular with collectors from the time of issue in 1882, which possibly explains why there is so much postal history and large blocks of stamps surviving, including a wonderful part sheet of 132 shown in Figure 1. This abundance helps recent converts like me as there is much material available to build an interesting collection.

This article was written in response to Tom Sileo's request for additional information on the issue (BCPJ Vol. 48 No. 3, page 21). In it I have drawn heavily on the notes of the late Dr. Arthur Reid, who was a prolific local collector and active in the late 1800s.

## History of the Issue

Two factors contributed to make this surcharge necessary. The first was the difficulty printers had using the heavily worn Perkins Bacon plate that printed the 1/2d and 1d Britannia issues (SG #98 and #101). This eventu-

ally led to the introduction of the 1883 Queen Victoria issue, but there was a gap between the last printing of the 1/2d and 1d Britannia issues in April 1882 and the introduction of the Queen Victoria issue in January 1883. The second factor was the lowering of rates to some British Caribbean islands from 6d to 2 1/2d. This occurred in April 1882 and would have increased demand for both 1d and 1/2d stamps.

As an *ad hoc* solution, manuscript surcharges were introduced on May 9, 1882 and were on sale up to December 30, 1882. Stocks in private hands continued to be used until the issue was declared obsolete on September 1, 1885.

The choice of the 6d as the canvas for the issue is also related to the change of rates. Rates to the United Kingdom and some British Colonies fell from 6d to 4d in 1879, and as stated earlier, in 1882 rates to some British Caribbean islands fell from 6d to 2 1/2d. This left a large stock of 6d stamps on hand with the prospect of greatly diminished demand. These 6d stamps were the perf. 14 variety (SG #77). There is some shade variation seen in the manuscript surcharges which suggests that the 6d stock did not come from a single printing. The shades approximate those listed in Gibbons of bright yellow green and deep

*Continued on page 8*

## Secrecy, Military Bases and Pan American Airways — Concluded

U.S. government funded projects was to build and maintain both a defense arc throughout the region as well as build a massive supply line between the U.S. and Europe, nonetheless these projects allowed Pan Am to develop both substantial passenger and airmail routes throughout the Caribbean, Latin America and South America during the war.

In effect, Pan American's secret agreement with the U.S. government and the U.S. Army in 1940 to act as a cover for these projects worked out very well for Pan Am as a corporation. During the war, Pan Am was the only major civilian airline to have extensive passenger and mail routes throughout the Caribbean, Latin America and South America and with connections through West Africa and up into Portugal. In addition, Pan Am had almost five years during the war to develop a post war business plan that after the war left the company in a very enviable position of being the largest airline in the world with many ready made facilities funded by the U.S. government.

## ENDNOTES

<sup>1</sup> Charles Hendricks, "Building the Atlantic Bases," at Internet web site [www.USACE.army.mil/publications/eng\\_pamphlets/ep870-1-42/C-1.3pdf](http://www.USACE.army.mil/publications/eng_pamphlets/ep870-1-42/C-1.3pdf), pages 27-45. For further information on the Caribbean Defense Arc, also see: Jose F. Mata, "Defense of the Hemisphere: A Historical Postscript" at [www.dtic.mil/doctrine/jel/jfq-pub/jq019614.pdf](http://www.dtic.mil/doctrine/jel/jfq-pub/jq019614.pdf), pages 73-75.

<sup>2</sup> *Ibid*, 36-37.

<sup>3</sup> *Ibid*, 37.

<sup>4</sup> Jim Forte & Richard W. Helbock, "A Price Guide to U.S. A.P.O. Cancels of the Second World War," at Internet web site [www.postalhistory.com/Military/APO/index.htm](http://www.postalhistory.com/Military/APO/index.htm), page 29.

yellow green but I have also seen shades which are closer to emerald (e.g., Figure 1, far right). In my experience, the deep yellow green shade seems to be encountered less frequently but not sufficiently so to demand much of a premium. There is also a reversed watermark variety which is scarcer than the norm.



Figure 1: Type 3 Variations

**Handwriting Styles**

Dr. Reid noted that after surveying about 500 used specimens, he could discern 33 different styles. I have perhaps handled about 300 examples and have separated the styles into 11 most commonly seen types (see Table 1). This is not in any way a scientific allocation; two clerks may have had similar handwriting styles and I am not a handwriting expert. Also, there are other styles which do not fit neatly into these categories, but in my experience these are found much less frequently, (a few are shown in Figure 2). In Table 1, I have noted any variations in the obliteration bar, e.g., single line, double line or thick line.<sup>1</sup> Note that often a thick bar is made by the bleeding of two thin lines together. Examples of the Type 3 variations are shown in Figure 1 as a guide.

Table 1

Type		Obliteration	"D" underlined
1		Thin	Yes (only)
2		Thin Thick Double	
3		Thin Thick Double	Yes and no
4		Thin	

Type		Obliteration	"D" underlined
5		Thin	
6		Thin Thick Double	
7		Thin Thick Double	
8		Thin Thick	
9		Thin	
10		Thin Thick	
11		Thin Thick Double	





Figure 2: Uncategorized Handwriting Types

Varieties

In collecting this issue, I have come across a few unlisted varieties that are shown below. The first shows a surcharge without an obliteration bar (Figure 3). This is on cover. The second is a marginal pair with two different handwriting styles (Figure 4). Did one clerk go on a lunch break while the sheet was completed by someone else? The final one is a pair with two different color inks used for the 1d (Figure 5). At first glance the ink appears black, but it is really a mixture of black and red ink. Perhaps the clerk dipped his pen in the wrong ink well.



Figure 3: No Obliteration Bar



Figure 4: Two Different Handwriting Styles



Figure 5: Dark Ink 1d

Surcharge in Black Ink

This rarity is only found with Type 3 handwriting. Dr. Reid attributes this to the hand of Alexander Graham, the GPO's chief clerk at the time, who used a quill pen. He also suggests that it must have occurred because of a temporary shortage of red ink. Genuine copies are most often seen cancelled with the T16 numeral of Chaguanas, but this is not a sufficient condition of the genuine article as forgeries do exist with T16 cancels.



Figure 6: Only known pair of black surcharges. Reproduced with kind permission of Dr. Reuben Ramkissoon.



Figure 7: Example of black surcharge, likely produced by collector. Notice is addressed to Legge, a well-known local collector.

Dr. Reid also pointed out there is a third type of black surcharge that are neither forgeries nor officially produced, but were produced by collectors. Nevertheless, they were accepted as postage at the time and so deserve mention. These were often manufactured after the issue was withdrawn from sale and bear cancellations of the period 1883-5 (see Figure 7).

## Bisects

There is a good supply of bisects on piece, often with a pair of full stamps making the 2½d rate, but they are much rarer on full cover. And moreover, most examples on cover seem to be philatelic creations; indeed, some include bisects of other issues such as the 1d Britannia (SG#101) and the 1d Queen Victoria (SG#107) suggesting that the purpose was undoubtedly philatelic. Not surprisingly, these colorful creations are often addressed to

## Forgeries

Forgeries of the red surcharge are rare, no doubt because there is little financial gain to be had. However, the first stamp in Figure 9 shows an exception to the rule; here, the forger forgot to check the perf. gauge of the stamp and used a perf. 12.5 6d Britannia instead of a perf. 14: (a more expensive stamp than the intended manuscript surcharge). There is a clearer rationale to forge the much more rare black surcharges. Figure 9 shows a few crude



Figure 8: Bisect on cover to St. Vincent.

known collectors such as Legge, Churchill and Taylor. Only one example of the black surcharge bisect is known and it is on piece with a pair.<sup>2</sup>

It goes without saying that no one should consider a bisect that is not tied to at least a piece. Otherwise, they are just buying half a stamp. But there are numerous forged bisects on piece with painted cancels and the like, so cynicism is justified when selecting these. In addition, many, while not fakes, were made for the stamp collecting market. These are usually single (to maximize profit) and often bear dates outside of the period of issue.

examples. The first two are again on incorrect perf. 12.5 6d Britannias. The latter two are on the correct stamps, but have date and handwriting problems. Figure 10 (next page) shows a forgery on piece tied by a fake cancel.

## FOOTNOTES

<sup>1</sup>Note that often a thick bar is made by the bleeding of two thin bars together.

<sup>2</sup>See Sir John Marriott Sale, Spink, September 19, 2001, lot 509.

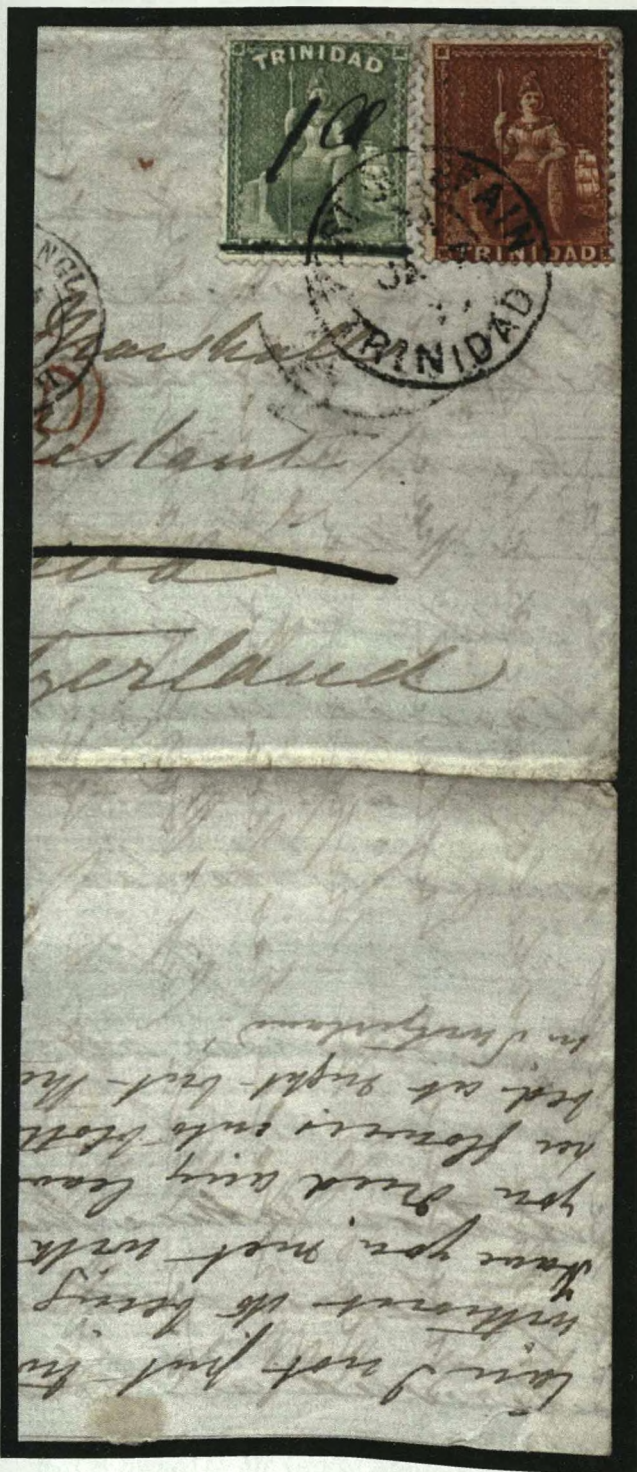


Figure 9: Forgeries

## ENDNOTE

Leotaud, Rene. "Trinidad: the One Penny Manuscript Surcharge," *Trinidad Philatelic Society Bulletin*, No. 85, January-February 1974. Notes from the collection of the late Dr. Arthur Reid.

*I would also like to thank Dr. Reuben Ramkissoon and Peter Ford for kindly providing images.*



**Figure 10: Forgery on piece with fake Port of Spain cancel.**

## Antiquarian letter reports on St. Lucia airmail

By Hap Pattiz  
Of the USA

The cover shown in Figure 1 has little postal history interest. It was sent by airmail from St. Lucia on May 14, 1930, to Harry Huber, a well-known stamp collector of the time, by Mary Gittens of Barbados. It arrived in Pittsburgh on May 23, and presumably Mr. Huber was pleased to receive it.

However, the letter inside the cover to Mr. Huber is still present, and it is fascinating. Ms. Gittens describes the sorry and quixotic state of airmail service in 1930 between Trinidad, Barbados, and St. Lucia and beyond. There was no regular schedule. This cover with its letter did not go on the plane from Trinidad which stopped at Barbados, but rather it was carried by a friend to St. Lucia, later to be sent from there by regular airmail.

Ms. Gittens writes of the American fleet in harbor at Barbados (eight ships), and of the opportunities for locals to visit on board. She also comments on the sailors inbibing the local rum as America was still (officially) a dry country.

The newest diversions in 1930 on Barbados were American "talkies" and the radio. Mary Gittens surely enjoyed her correspondence and the opportunity to receive movie magazines and other communications from her American friends. She does note at the end of her newsy letter that regular airmail service from Barbados had been indefinitely postponed, primarily because of the lack of a secure landing field.

Barbados  
Gen. Post Office  
May 6th 1930

Dear Mr. Huber.

*I am very pleased to know that you received the air-mail letter ok, although I had my doubts about it ever reaching you for there was so much fuss and confusion over that poor air-mail as to give the plane bad luck. I suppose Mr. Collymore had*

*Continued on page 12*

written to tell you that it was one of the B.A. line which went to T'dad (Trinidad) & came on to B'dos (Barbados) from that port. It brought 24 letters & 4 passengers for our island & I understand the passage was \$45.00 per head.

The plane came consigned to M/S DaCosta & Co. as it wanted gas and water, so we were in-

& as the postage on each letter was 1/- per 1/2 oz & some of these letters had on 2/0 & others had on as much as 3/- you can see how much in stamps we sold in practically 2 hours -- as nearly all letters were posted in the morning.

I notice by the clipping you sent me that you would be having a larger church soon, I wonder

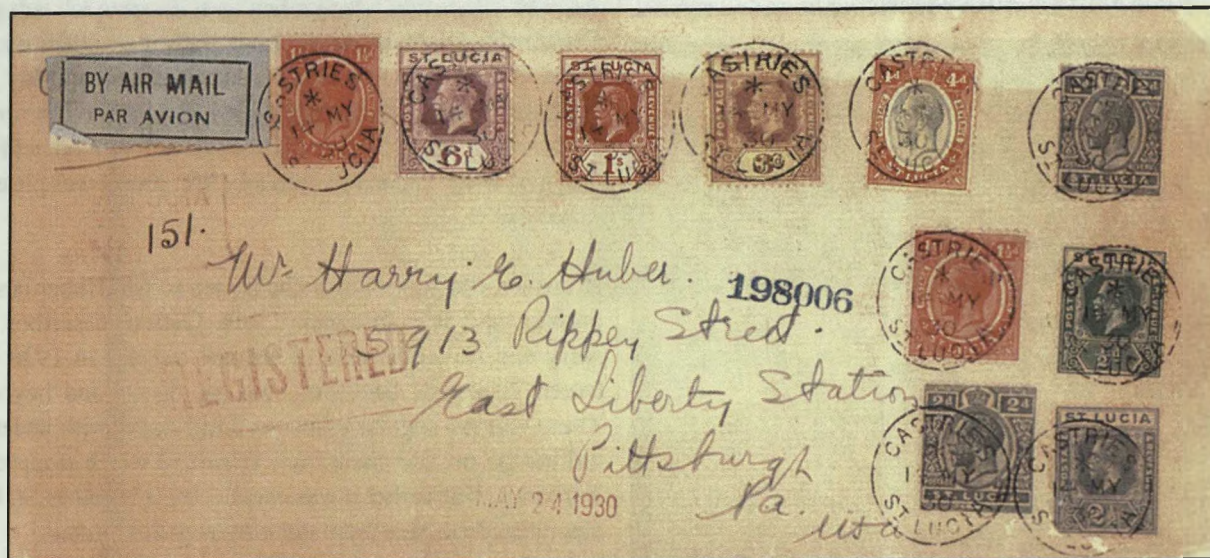


FIGURE 1a

May 14, 1930 letter sent by airmail from St. Lucia to Harry Huber, a well-known stamp collector of the time, by Mary Gittens of Barbados.

formed the day before that it would take mails for St. Lucia, Antigua & St. Thomas. When we heard that the plane was expected some of us went up in the Clock Tower & watched it land & after a 1/2 hour's stay left for St. Lucia. It looked very pretty as the American fleet was in -- there were 8 boats all told & it circled around them and then flew off. The Admiral of the flagship had received instructions from T'dad that this plane was going to Miami, Florida & after they told so & they were posted letters by it I thought I would rink my letter also, even if it only went as far as St. Thomas, you would know that I tried my best for you.

No mail notice was written about the time of posting & at 10 o'clock the agents arrived in a flurry of fuss & told us they wanted the mail at once; so you can just imagine how we were rushing to try & get it in time. I am sending you the number of letters that were sent to the different ports of call.

To St. Lucia	was sent	24 ordinary	& 19 redg. ones
To Antigua	"	18 "	& 11 "
To St. Thomas	"	78 "	& 3 "
& New York	"	658 "	& 20 "

how long it will take to complete same. I was very glad to hear that your friend in Haiti thought so much of you as to send you air-covers. I am going to give this letter of mine to a friend who is going back to St. Lucia on Sunday to post for me there by air mail. So you can let me know when you receive it.

You wanted to know when we will get a new set of stamps, but that is a question everyone is asking as the public seems to think it is time another was issued. I do not know what our new Postmaster will do as the present one resigns in about 3 months time.

I went on board 2 of the U.S.A. fleet when they were here. The S/S Saratoga, which was an aeroplane carrier, & it had over 80 planes on board. I would like to see them fly but although our Governor gave permission, the Admiral would not allow them to fly, as it was against some convention to do so. I thoroughly enjoyed my visit to this boat & the men who showed us around were very nice & took great pains to explain everything to us.

On the Sunday (their last day, as they sailed on the 14th April) a party of us went on board the

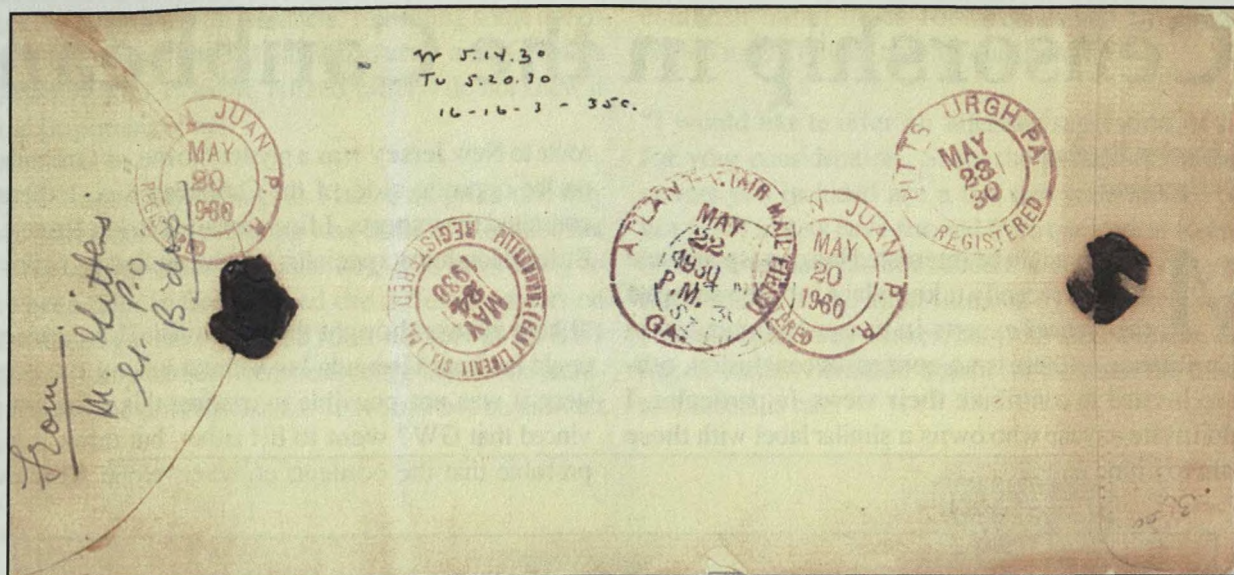


FIGURE 1b

*Reverse side of letter sent by Mary Gittens of Barbados, showing postal markings.*

"New Mexico" & I had a very nice time there, for we knew the mail clerk on board that ship & he took us around & showed us his little domain (the P.O.). I was very sorry when the ships left as they had kept our tour very lively & busy & although 1000 men were allowed on shore each day from 1- to 6 p.m. yet they behaved very well indeed & only a few of them were a little drunk -- but that was to have been expected, as we all know that America is a dry country & when they come to our little island & taste our rum -- well it goes to their heads & one must excuse them.

I got the magazine you so kindly sent me & I was very pleased to see one of my favorite actors (John Gilbert) in it, although I have heard, he is no good as a talkie. Your friend Mr. C - does not like the talkies, & says he would much sooner see a nice silent picture & one with not much kissing & petting in it -- what do you think of that? But being a girl I must go to the talkies as they are a diversion from the constant rush & worry of the P.O. Although I like my work very much, yet I must have a little recreation & one cannot spend a worse 1/2 hour than listening to the talkies, but if a radio was installed at the picture places, I would sooner go & hear that, as I do love a radio; although I do not own one yet.

I am sending you a clipping where they are trying to establish an air-mail service in B'dos, but a good landing site cannot be obtained yet, for they want to try & land at the Rockley Golf Course & that is owned by Mr. George Maning -- who does not seem inclined to sell. The next air mail is due on the 9th of this month, but although today is the

6th, yet we have not been given due notice of the mails it will take. I daresay it will be another rush day when it does come --

Thanking you once more for the mag- & hoping you will get his letter as safely as the last.

I remain  
Yours truly  
May Gittens

P.S. 7.5.30

Have just heard that the air-mail service has been postponed indefinitely.

## Letter to the editor...

*To the Editor:*

I always enjoy the issues of the *British Caribbean Philatelic Journal*. However, I was especially interested in Dr. Reuben Ramkissoon's article on Anguilla's emergency mail service (Vol. 49, No. 1, January-March 2009). I was fascinated by the story of Anguilla's secession when it occurred, but Dr. Ramkissoon's article filled in many of the historical details. It's evident that philately is far more than collecting pretty little pieces of paper!

Walter H. Everett  
Lewisburg, Pennsylvania

# Censorship in the Caribbean

By Charles Freeland  
Of Switzerland

Members might be interested in a correspondence that has recently taken place between some of the premier experts in censorship practices in the Caribbean. As there is no consensus/conclusion, others are invited to contribute their views. In particular, I would invite anyone who owns a similar label with these initials to come forward.

route to New Jersey was a mystery to me, as Grenada lies on the opposite side of the Caribbean Sea. I therefore consulted the experts. I first consulted Brian Rogers, the British Honduras specialist, and he replied as follows:

"I have always thought that the British Honduras cover could be from Grenada but without having the original item, it was not possible to confirm this. I'm not convinced that GW? went to BH either, but think it highly probable that the contents of the envelope were exam-

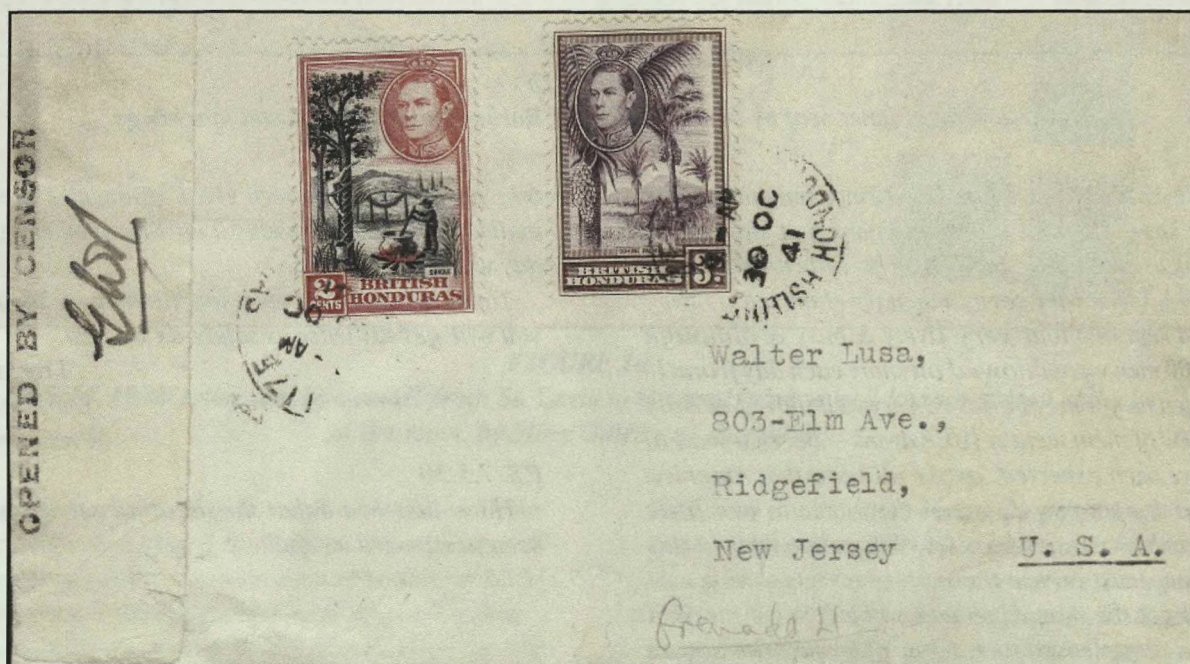


Figure 1

Cover from British Honduras to New Jersey, October 30, 1941.

The story starts with a cover from Belize to New Jersey dated October 30, 1941 (Figure 1) that was once in the Ed Addiss collection. This bears a censor label that has not been recorded for use in British Honduras, and so has been regarded by Brian Rogers and other experts as not being a British Honduras label, although it is listed by Chris Miller as British Honduras CL4. But I recently noticed that the initials (GWN? GWI? GWR? GWT?) are the same as those on a Grenada cover in my collection, and moreover that the label looks exactly the same as the rouletted Grenada type L1 (Figure 2). The Grenada cover is dated September 15, 1939 (which is early for censorship, as Britain only declared war on September 3). The red initials may not show clearly on the Grenada scan but it is definitely the same hand. I concluded that the British Honduras cover bears a Grenada label, but why it would have gone from British Honduras to Grenada en-

ined in Grenada and then the whole either carried by favour or taken by the sender to BH before it was placed in the mailing system. This of course happened to at least 2 items from the Cayman Islands where both bear CI censor labels and BH stamps and postmarks, all 3 items having been sent before the standard Pre-Censored h/s was introduced in 1944."

I next approached Dan Walker, our group leader for Grenada, who has retained his censorship collection, and he replied:

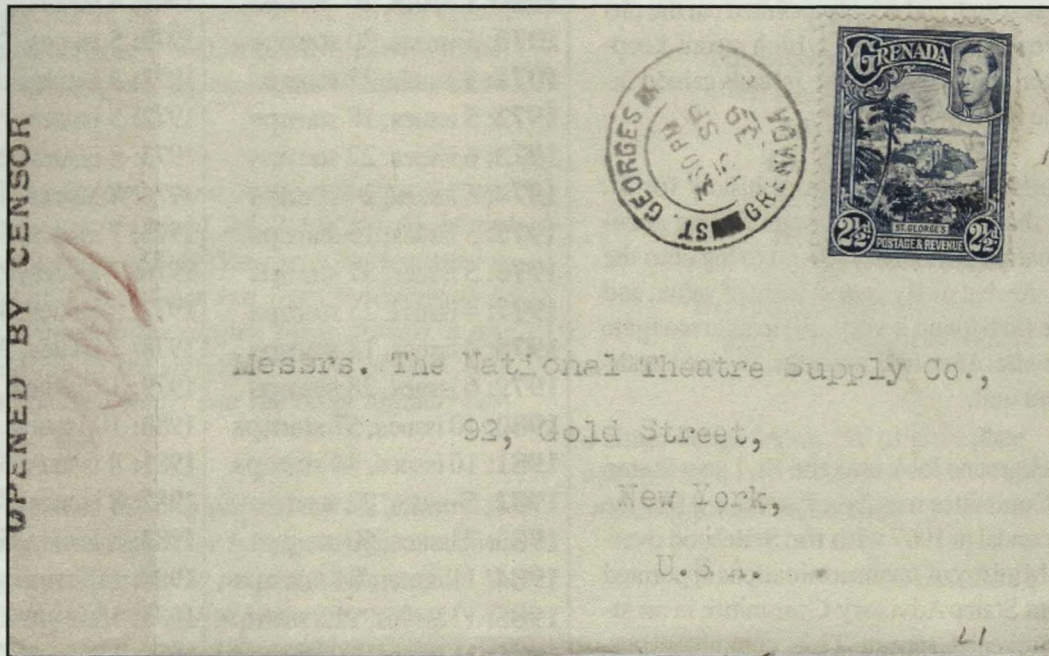
"First, I agree that the two initials look the same. I can also confirm that I have a 30 AU 1939 Grenada to Holland surface cover with the same initials. I also have about a half dozen Grenada censor covers with the same 'OPENED BY CENSOR' printed label. I can see differ-

ences in the printing on the labels, including some differences between the British Honduras and Grenada 'OPENED BY CENSOR' printed label. I do not know if this is important or not.

"My feelings, only feelings as I have no proof one way or the other, are that censoring was done at a location not on Grenada (or other BWI islands). It is most likely to have been done in Bermuda and the different censors on Bermuda might have censored for a number of the BWI islands. If they had different censoring labels and hand-stamps for the different islands it would not be difficult

establish transit times for Grenada and Br. Honduras which might further rule in/out Bermuda.

"I would like to offer an alternate suggestion, if I may, for your consideration. Since the postmarks on the two covers you included are a full two years apart -- could not GW? simply have moved from one station to another (with or without his/her labels). If someone can show a third colony with a label initialed by the same examiner, I would back away somewhat from this position. Initialing of normal Bermuda transit (or terminal, for that matter) labels is rare."



**Figure 2**  
*Cover from Grenada to New York, September 15, 1939.*

to grab, by mistake, a Grenada censor label when censoring a British Honduras cover."

Dan's "feeling" that Bermuda might have been responsible for censoring more than Bermuda terminal or transit mail meant I needed to ask Peter Flynn, and he says:

"I have been pondering Dan's suggestion that Bermuda was involved in censoring mail of other BWI colonies. My immediate reaction is that it did not occur and on further reflection I see no reason to change my opinion. I must confess that I know nothing about the movement of mail by ship during the early days of WW II, but it strikes me as an improbable and inconvenient arrangement. Also, if it had been a formal arrangement, surely by now some note would have been made of it by all of the various collectors studying the area, but that may presume collector cross-knowledge of the various colonies' practices which may not be so. A few registered letters might help

So that is what our experts think. For what it is worth, I suggest the most probable explanation is that GW? moved from Grenada to British Honduras and used his old labels for a very short period, as happened in a few other recorded cases. But that does not explain why he chose to initial some covers. Another possibility is that if centralized censoring of other islands' mail took place as Dan suggests, it might have taken place in Jamaica, as Jamaica labels are sometimes seen on mail from other islands (e.g., Cayman Islands and Turks). But that would not explain the use of a Grenada label on a British Honduras cover. In any event, if anyone else owns a similar usage to the ones illustrated or wishes to contribute to the debate, please report to me or the editor.

*A comparison of stamp issues ...*

# St. Lucia and St. Vincent

By Robert J. Devaux, OBE

*Of St. Lucia*

The article written by Peter Elias, Group Study Leader for St. Vincent titled "St. Vincent UPU information" (*British Caribbean Philatelic Journal*, (Vol. 49, No. 1, January-March 2009) caught my attention. While it opened a new avenue for research and wisely pointed out the pitfalls, it revealed the extent to which record-keeping has deteriorated since these islands gained independence from Britain.

In my efforts to compile a postal history for St. Lucia, the thoughtest part has been finding accurate information after 1967. I tried to log onto the UPU web site, but really found little of value, and at the same time found it very difficult to navigate around the site. After half an hour, I gained nothing new and quit.

A brief background look into the St. Lucia Stamp Advisory Committee may be of interest. After the Mosden Scandal in 1967 with the Statehood overprints, the Ministry of Communications appointed a permanent Stamp Advisory Committee in an attempt to prevent a repeat. This committee performed a valuable voluntary service to the post office for 40 years, while slowly bringing the number of useless issues down to a more moderate number of relevant themes.

When in 2007 members asked the Permanent Secretary for increased status by raising the Committee to a Board, the Stamp Advisory Committee was allowed to go dormant without any formal notice or acknowledgment of its long service.

Notice is drawn to the statistics for revenue and staff in Peter's fine article. Apparently St. Vincent was one of the first Eastern Caribbean islands to open a philatelic bureau, and it went a bit crazy with its stamp program, but apparently made some money in the venture. However, I notice a decline both in revenue and in staffing. Is this the Golden Goose gagging?

The comparative table presented here may prove interesting as it reflects the folly of falling into the honey trap of glowing proffered profits, and is based on the Stanley

St. Lucia	St. Vincent
1963: 2 issues, 3 stamps	1963: 2 issues, 3 stamps
1964: 2 issues, 15 stamps	1964: 3 issues, 17 stamps
1965: 3 issues, 6 stamps	1965: 3 issues, 23 stamps
1966: 5 issues, 13 stamps	1966: 4 issues, 10 stamps
1967: 3 issues, 14 stamps	1967: 2 issues, 5 stamps
1968: 5 issues, 13 stamps	1968: 4 issues, 9 stamps
1969: 5 issues, 20 stamps	1969: 4 issues, 15 stamps
1970: 5 issues, 30 stamps	1970: 5 issues, 33 stamps
1971: 5 issues, 22 stamps	1971: 4 issues, 19 stamps
1972: 5 issues, 18 stamps	1972: 5 issues, 17 stamps
1973: 6 issues, 22 stamps	1973: 8 issues, 29 stamps
1974: 6 issues, 24 stamps	1974: 8 issues, 34 stamps
1975: 3 issues, 15 stamps	1975: 7 issues, 62 stamps
1976: 5 issues, 37 stamps	1976: 7 issues, 24 stamps
1977: 4 issues, 25 stamps	1977: 9 issues, 48 stamps
1978: 4 issues, 18 stamps	1978: 7 issues, 22 stamps
1979: 6 issues, 28 stamps	1979: 12 issues, 66 stamps
1980: 10 issues, 57 stamps	1980: 10 issues, 30 stamps
1981: 10 issues, 44 stamps	1981: 8 issues, 31 stamps
1982: 5 issues, 22 stamps	1982: 8 issues, 30 stamps
1983: 7 issues, 50 stamps	1983: 8 issues, 50 stamps
1984: 11 issues, 84 stamps	1984: 11 issues, 83 stamps
1985: 13 issues, 112 stamps	1985: 15 issues, 110 stamps
1986: 11 issues, 66 stamps	1986: 15 issues, 104 stamps
1987: 8 issues, 40 stamps	1987: 11 issues, 89 stamps
1988: 8 issues, 37 stamps	1988: 9 issues, 45 stamps
1989: 6 issues, 22 stamps	1989: 30 issues, 278 stamps
1990: 6 issues, 35 stamps	1990: 16 issues, 138 stamps
1991: 5 issues, 19 stamps	1991: 21 issues, 283 stamps
1992: 4 issues, 15 stamps	1992: 27 issues, 362 stamps
1993: 3 issues, 7 stamps	1993: 21 issues, 289 stamps
1994: 2 issues, 6 stamps	1994: 27 issues, 341 stamps
1995: 4 issues, 17 stamps	1995: 27 issues, 328 stamps
1996: 6 issues, 34 stamps	1996: 25 issues, 315 stamps
<i>St. Lucia, average of 29 stamps per year.</i>	<i>St. Vincent, average of 98 stamps per year.</i>

Gibbons' catalogue listing. Unfortunately, the listing stops at 1996 because I don't collect modern colored paper and my SG catalogue is outdated. It would be nice if someone could bring this list up to date with a comparative table of revenue to see if in fact the agents proved of value or were detrimental to the good image of these islands.



# St. Vincent's 1913-1920 Definitive Issues

By Roy Bond

*Of the United Kingdom*

**K**ing Edward VII died on May 6, 1910; however, it was not until January 19, 1912 that the Postal Authority in St. Vincent wrote to The Crown Agents. The letter was written in confirmation of a telephone conversation, and requested the following information:

1. To submit two specimens and quote prices for dies and plates to the values of 1/2d, 1d, 2d, 2 1/2d, 3d, 4d, 6d and 1/- bearing the effigy of King George V as mentioned in the despatch of 20th October last from the Secretary of State to be printed in the copper plate process in one colour according to the universal colour scheme. One specimen is flowered border and the other ordinary border.

2. To state whether the original die of the arms of St. Vincent packs just issued, now being used for the lower value stamps could be used to print the values of 2/-, 5/- and £1, in two colours and the subsequent charges for further working plates for said three values.

3. Should it not be possible to print in two colours as required in (2) then prices for dies and plates to cause the 2/-, 5/- and £1 to be printed in two colours with the present allegorical design packs just issued should be submitted.

*Initialed VJM. Colonial  
Post Master 19 January 1912.*

This letter was forwarded by The Crown Agents to De La Rue on February 8. The response by De La Rue dated February 21 was as follows:

"As requested by the administration we enclose two designs, lettered 'A' and 'B,' prepared for printing by the copper plate process for the 1/2d, 1d, 2d, 2 1/2d, 3d, 4d, 6d and 1/- stamps, also a design 'C' for the 2/-, 5/- and £1 arms stamps. As these latter stamps are required in two colours it will be necessary to prepare a new original arms plate as the one in use is too large for the stamp to be put in operation. The cost of plates will be as follows:

## 1913-1920 DEFINITIVE ISSUES

1/2d:	Dark Green
1d:	Red
2d:	Grey
2 1/2d:	Blue
3d:	Brown on Yellow Paper
4d:	Red on Yellow Paper
5d:	Olive Green
6d:	Crimson Lake
1/-:	Black on Green
1/-:	Bistre-Brown
2/-:	Blue on Brown
5/-:	Pinkish-Red on Dark Green
£1:	Light-Purple on Black

To either design 'A' or 'B' original plate with portrait,	£20
8 working plates at £14 each	£112
<b>TOTAL COST</b>	<b>£132</b>

Whilst design 'C' original arms plate	£20
Original duty plate	£8
Arms and Key plate	£14
3 working duty plates at £14 each	£42
<b>TOTAL COST</b>	<b>£84</b>

The Crown Agents wrote to De La Rue on April 17, 1912 enclosing a letter from Government House dated March 13, 1912. It ran thus:

*Gentlemen,*

*With reference to the correspondence noted in St. Vincent to Crown Agents dated 26th January 1912 and Crown Agents to St. Vincent dated 1st March 1912. Margin relative to the new issue of stamps for this Colony. I have the honour to inform you that I approve design "A" (See 1913, Figure 1) for the 8 valuations up to 1s0d inclusive, as in the Colonial Postmaster's memorandum and the design "C" (See 1913, Figure 2) to be printed in two colours.*

*Continued on page 18*

(2) It is desired that the values of 2/-, 5/, £1, to be printed on linen white paper and that the shades of the colours for the arms be respectively: light blue, pinkish red and bright purple.

(3) I should also be glad if you would cause the coloured paper to be used for the values of 3d, 4d and 1/- to be, if possible light or soft yellow for the first two denominations and pea green for the 1/- stamp.

(4) I enclose indented duplicate for the supply required of stamps of the new issues. These would be as per the figures quoted for April 18th 1912 from De La Rue to Crown Agents.

On May 30, The Crown Agents forwarded another letter to the Postal Authority of St. Vincent dated April 24, saying that: "The coloured paper for the 3d, 4d and 1/- stamps was prohibitive therefore please use the normal white." It also stated that the colors of the 2/- should be: border-purple, head-light blue. The 5/- should be border-green, head-pinkish, while the £1 should be: border-black, head-light purple. These values were also to be printed on white wove paper and the letter was signed by Mr. C. Gideon Murray.

On August 12, 1912, The Crown Agents sent a note to De La Rue saying that it was of the utmost importance that the new issue of stamps should reach the island by December 1, 1912. De La Rue replied the following day to the effect that the values up to 4d would be completed by the end of October and the remainder one month later. The quantity of stamps requisitioned was: 90,000 of 1/2d;



Figure 2

240,000 of 1d; 40,000 of 2d; 40,000 of 2 1/2d; 40,000 of 3d; 40,000 of 4d; 40,000 of 6d; 40,000 of 1/- (color to be



Figure 1

black on green paper); 6,000 of 2/-; 6,000 of 5/-; and 6,000 of £1. The total cost of this order was £284 including £216 for plates.

On July 9, 1913, The Crown Agents requisitioned De La Rue for 90,000 of 1/2d, 40,000 of 2 1/2d; 15,000 of 5d; and 3,000 of 2/-. De La Rue acknowledged the following day.

On October 1, 1913, The Crown Agents wrote to De La Rue. Enclosed was a letter from the island's Postal Authority requesting proofs of the 1/- stamp in various colours. De La Rue responded on October 3, sending four colors from which the administration could choose. The Postal Authority replied on November 11, stating that they required, to be printed 20,000 times shade "A" (bistre-brown). The reason for the change was given as the prohibitive cost of the pea green paper for the existing 1/- stamp. De La Rue quoted on December 19, 1913, £4.10s.0d cost and delivery six weeks to The Crown Agents inspector in London.

A letter dated November 11, 1914 from The Crown Agents to De La Rue requisitioned the following stamps: 20,040 of 1/2d; 245,000 of 1d; 40,080 of 3d; 2,040 of 5d; 5,000 of 1/- (bistre-brown); and 2,040 of 5/-. This was duly replied to by De La Rue the following day.

The next order for non-war stamps was not until July 26, 1916, when The Crown Agents requested 100,000 of 1d stamps. This was acknowledged the following day.

On May 19, 1917 The Crown Agents requested another 300,000 of 1d stamps from De La Rue, which was duly complied with. The Crown Agents requisitioned on June 15, 1917 the following stamps urgently required: 60,000 of 1/2d; 300,000 of 1d; 30,000 of 2 1/2d; and 20,000 of 1/-. This order was acknowledged on June 19, 1917. Apparently the 300,000 of 1d of this order was originally requested by the St. Vincent administration via telegram (this is the May 19 order).

On November 21, 1918, The Crown Agents requested 50,000 of 6d stamps from De La Rue, which acknowledged on the 25th of the month.

### Total quantities invoiced were:

1/d value	260,040 (SG #108)
1d value (red)	440,000 (SG #109)
1d value (carmine)	245,000 (SG #109a)
1d value (rose-red)	300,000 (SG #109b)
2d value (grey)	30,000 (SG #110)
2d value (light grey)	10,000 (SG #110a)
2 1/2d value	120,000 (SG #111)
3d value (brown)	20,000 (SG #112)
3d value (deep brown)	20,000 (SG #112a)
3d value (light brown)	40,080 (SG #112b)
4d value	40,000 (SG #113)
5d value	17,040 (SG #114)
6d value	90,000 (SG #115)
1/- value (black on green)	40,000 (SG #116)
1/- value (bistre-brown)	60,000 (SG #117)
2/- value	14,000 (SG #118)
5/- value	8,040 (SG #119)
£1 value	6,000 (SG #120)

A letter from The Crown Agents dated January 16, 1919, quoting from the Postal Authority of St. Vincent that they had received a letter from Hewin-Uwins Ltd. Complaining of poor register of the perforations of the stamps, they enclosed six of the 1/2d stamps as an illustration. De La Rue replied on the 20th of the month, saying that this was caused by uneven shrinkage of the paper after it had been damped for printing (shades of Perkins Bacon?).

Requisition from The Crown Agents dated June 3, 1920, "Please supply 100,000 X 1d, 10,000 X 2 1/2d, 15,000 X 1/- and 5,000 X 2/-." This was acknowledged, by De La Rue, immediately.

The Crown Agents requested a supply of 50,000 of 1/2d stamps on December 8, 1920. This was acknowledged immediately, but the stamps were not supplied until Janu-

ary 13, 1921, by which time the paper had been changed to the new Watermark (Multiple Script CA).

The stamps were designed and recess printed by Thomas De La Rue. The date of first issue was January 1, 1913. The watermark is Multiple Crown CA and the perforation is 14.

### Nuggets from the past ...

Editor Mark W. Swetland announced the long-awaited publication of a major work by Edward F. Addis, *The 'Town' Cancels of British Honduras, 1880-1973*. Starting with a history and story of the early posts, the monograph discusses the transport of the mails and provides examples of almost all known postmarks of the "towns."

Also, John R. Hilsdon wrote about the 1912-1918 "War Stamp" overprint of St. Vincent, and the British Virgin Islands Philatelic Society reported on its very successful first annual philatelic exhibition in Road Town, Tortola. The exhibition, which drew at least 1,000 people, celebrated the 150th anniversary of the world's first adhesive postage stamp. Two photographs accompanied the article: one showed a general view of the exhibition floor, and the other showed a group surrounding His Excellency, the Governor Mark Herman during his visit to the exposition.

-- BCPSG Journal,  
September 1990

### ADVERTISING RATES FOR 2009

Dealers should consider advertising in the Journal.

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Here are the rates for 2009:

Description	Single Issue B/W or Color	Annual B/W or Color
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<b>Inserts</b>		
Single-side sheet	\$80	\$300
Double-side sheet	\$125	\$400

Inserts are stand-alone 8.5 x 11 inch pages inserted into the *Journal*, and cost includes printing. Inserts must be camera-ready and mailed to Dr. Everett L. Parker at address on page 3. His email is: eparker@hughes.net. Payment should be sent to John Seidl at address on page 2.

# High denomination stamps of the older issues of BWI on philatelic covers

By Dr. Eric M. Bateson  
Of Australia

As a collector for many years of philatelic and non-philatelic covers of the British West Indies, I have noticed that high denomination stamps of these territories are rarely seen on cover, particularly with older issues. An attempt was made to verify this by investigating the availability of high denomination stamps on cover for the colonies of the British West Indies. For simplification, only Antigua, Bahamas, Bermuda, Dominica, the Leeward Islands, St. Kitts-Nevis, St. Vincent (which issued stamps of £1), and British Guiana and British Honduras (which issued the equivalent of a \$5 stamp) were considered.

Over 500 auction catalogues including Harmer's, Grosvenor, Pennymead, Phillips/Bonham, Spink, Stanley Gibbons, Victoria, and Western Auctions were available for review. The number of £1 or \$5 used stamps\* in the lots was counted and 3,570 were found, of which only 18 were on covers. That gave a ratio of less than one percent. The distribution of the covers and stamps issued by the colonies are given in the table below. None of these stamps were found on covers from Antigua, Dominica, St. Kitts-Nevis, or the separate issues of Tobago and Trinidad.

Location	Used Stamps	Covers
Antigua	252	0
Bahamas	558	4
Bermuda	396	3
B. Guiana	6	3
B. Honduras	420	3
Dominica	342	0
Leeward Islands	306	1
St. Kitts-Nevis	318	0
St. Vincent	474	2
Trinidad & Tobago	480	2

\* The stamps on pieces or cover fronts were regarded as used stamps.

## Analysis of the £1 and \$5 stamps on covers

### **Bahamas**

Of the four different £1 denomination stamps issued by this colony, only those of the 1921-37 issue were found on covers. Two had a single £1 stamp. The other two had the complete 1921-37 set plus the 1931-46 2/- and 3/- stamps and the 1935 8d stamps. One was posted internally and described most attractively<sup>1</sup>, and the other was addressed to Canada (*Figure 1*).

### **Bermuda**

The £1 stamps of the 1918-21 issue was seen on two covers and a third (in combination with a 10/- stamp of the same issue) which was described as a very attractive major rarity as only three £1 values are known on cover.<sup>2</sup> Recently, two more have been reported.<sup>3</sup>

### **British Guiana**

Three covers were found with the \$5 value together with other high values of the 1888-89 revenue issue. One was referred to as a spectacular, probably unique franking.<sup>4</sup>

### **British Honduras**

There were three covers bearing \$5 stamps of this colony. One had a single stamp from the 1904-07 issue addressed to Kiderlen (*Figure 2*) and two from the 1913-21 issue, one of which had in addition two low denomination stamps.

### **Leeward Islands**

Only one cover was found bearing the 1921-32 £1 stamp. This was one of a set of three matching covers featuring all of the other denominations of this issue, and was addressed to W.T. Wilson.

### **St. Vincent**

Three different £1 stamps were issued by this colony. Only two were found on covers. One with a stamp of the 1904-11 issue was addressed to Oswald Marsh (*Figure 3*). The other was with a stamp of the 1921-32 issue, described as very scarce.<sup>5</sup>

*Text continued on page 22*



FIGURE 1

This Bahamas cover with the complete MSCA set including the £1 value although not addressed to a well-known provider, is obviously philatelic.



FIGURE 2

A British Honduras cover with the \$5 issue of King Edward VII, sent to Kiderlen of Ulm, a well-known provider.

FIGURE 3

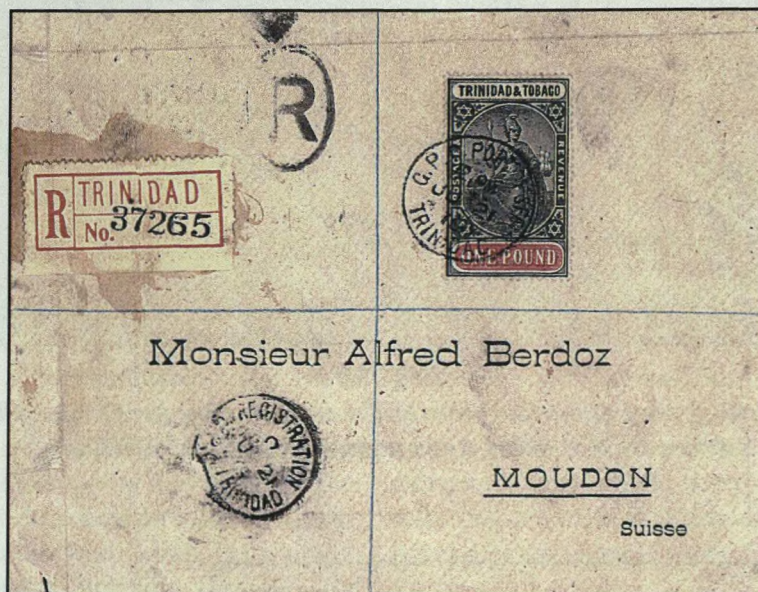
St. Vincent cover with the £1 stamp of King Edward VII, addressed to Oswald Marsh, a provider who specialized in high denomination and uncommon stamps on covers.



**Trinidad & Tobago**

Of the five £1 stamps issued by the combined colony, only two were found on covers, one of the 1913-23 issue (SG #156, not #156a) addressed to Berdoz (*Figure 4*). The lot description suggested it could be unique<sup>6</sup> and the

ures 1 through 5, but also sighted in the auction catalogue search. Other covers with these high denomination stamps may exist in catalogues which were not available for review and also hidden away in personal collections, but the relative frequency of used stamps on and off cov-



**FIGURE 4**

*A Trinidad & Tobago cover with the £1 stamp (ordinary paper) of the 1913-23 issue, addressed to Berdoz in Switzerland, another well-known provider.*

other on a pair of matching covers with all but one of the values of the 1922-28 issue, addressed to Luder-Edelmann, a less well-known provider (*Figure 5*).

It is obvious that covers bearing high denomination stamps of the older issues of the British West Indies are rare when compared with the relative abundance of the corresponding mint or used stamps. In addition, they always appear to be philatelic, not only those shown in Fig-

ures found in the search is considered to be valid.

The 105th edition of the *Stanley Gibbons Catalogue of British Commonwealth and Empire Stamps* in the section on cover prices states “that the cover should be of non-philatelic origin bearing the correct postal rate for the period and distance and cancelled with the markings for the offices concerned. Purely philatelic items have a cover value only slightly great than the catalogue value

**FIGURE 5**

*This is one of a matching pair of covers sent from Trinidad & Tobago with the values of the 1922-28 issue including the £1 value, addressed to a relatively unknown but certainly a philatelic provider.*



## More than just a pretty picture ...



*Tim Anderson took this photograph of an old aqueduct on Tobago in 2003. The purpose of the aqueduct was to direct a stream of water onto a waterwheel, which was housed at the left of the photograph, and the waterwheel in turn milled raw sugar. It's a pretty picture, but it's more than that, as Mr. Anderson related, because it tells us that without sugar, there would not have been much mail for us to study from the West Indies. Various power sources were used to turn the mills: Antigua was about 100 percent windmills, while Tobago was a mixture of windmills and waterwheels. In Tobago, most of the remaining waterwheels stand outside and above ground over a stream, looking somewhat like a Ferris wheel from the distance. This wheel was housed inside and fed from above via the aqueduct which diverted water from the Providence River (running as a stream underneath the aqueduct in the photo). The water conveyed by the aqueduct from upstream runs across the Providence River and drops onto the wheel, causing it to grind sugar.*

## High denominations on cover from the BWI

*Continued from page 22*

for the corresponding used stamps. This also applies generally to these high value stamps used philatelically than in the normal course of commerce." In view of the rarity of high denomination stamps on philatelic covers, surely they merit a greater valuation than this!

### REFERENCES

- <sup>1</sup> Western Auctions, March 2007, Lot 145.
- <sup>2</sup> Stanley Gibbons Auctions, sale #5794, December 2000, Lot 911.
- <sup>3</sup> Victoria Stamp Auction, sale #24, February 2007, Lot 1978.
- <sup>4</sup> Western Auctions, March 2007, Lot 310.
- <sup>5</sup> Western Auctions, March 2007, Lot 1362.
- <sup>6</sup> Philangles Auctions, #194, July 2005, Lot 2096.



## BG Bits and Pieces

*With Dr. P.J. Ramphal  
Of Canada*



### An exceptional BG bit on piece

The subject of this article is very well suited to appear under the banner of "BG Bits and Pieces." I have recently gained access to 27 of the first 40 volumes of the *British Guiana Philatelic Journal*. They make excellent reading and I am amazed at the diversity of philatelic interest displayed and the level of sophistication which is evident in the published articles and the lively feedback from the readership of the British Guiana Philatelic Society.

The journal was produced twice a year with 16 to 20 interesting pages in each issue. I have the second and third volumes, but not the inaugural issue which most likely appeared in late 1906 and contained an article on B.G. bisects. I collect Caribbean bisects, but am always wary of forgeries and philatelic manipulation and perhaps as a consequence, I possess only one British Guiana example, (*Figure 1, enlarged*). I bought this years ago in a Michael Hamilton sale because I respect and trust his encyclopedic knowledge and also because I found his description to be fascinating and irresistible.

In the *Journal's* second issue there is an article titled "Further notes on Bisected Stamps of British Guiana," by A.D. Ferguson, the then Hon. Secretary of the society, in which he supported the writer of the article who had recommended that B.G. bisects prior to 1862 should be treated as curiosities rather than rarities, because their use had never been authorized by the postal authorities. Mr. Ferguson weighed in by quoting a post office notice of April 9, 1862 signed by the Postmaster General, Mr. E.H.E. Dalton, the second of British Guiana's Dalton dynasty of three successive postmaster generals who reigned from 1830 to 1875. The notice read: "Several parties being in the habit of affixing fractions of postage stamps to letters viz - by using 1/3rd of the 12 cent or the 1/2 of the 8 cent stamp for the prepayment of a single local letter, of which the postage is 4 cents. Notice is hereby given that all letters so improperly stamped, will be treated as unpaid letters and taxed double the ordinary postage, and newspapers sought to be forwarded in that illegal manner, will be detained."

Clearly this was designed to curb a widespread local practice and presumably it did and supported the viewpoint

that British Guiana bisects prior to 1862 were unauthorized and therefore are not much more than curiosities. But Mr. Ferguson closed by saying that covers with bisects after 1862 were also unauthorized and must have "inadvertently been allowed to pass through the post."



*Figure 1, enlarged*

This statement provoked a vigorous response in the next edition of the *Journal*, from no less a dignitary than Mr. N. Darnell-Davis, postmaster general from 1876 to 1882, in which he described what happened during his stewardship. His letter to the editor is quoted in its entirety.

*In Saturday's newspaper there are reports of a meeting of the Philatelic Society under your Presidency, from which I learn that Mr. Ferguson stated that bisected postage stamps had not been issued with the authority of the Government. If he referred to stamps used in 1876 or 1877, when I was in the Post Office, you may like to know that as we had run out of postage stamps of 1 cent face value, that the 2 cents stamps, if bisected diagonally, would be accepted in place of one cent stamps, and the public fell in with this,*



and much inconvenience was avoided. There was no authority from the Executive (Council). It was done off my own bat. I think a paragraph will be found in one of the newspapers of the time viz: - 'Royal Gazette,' 'Colonist,' and 'Guiana Times.' I hope some form of authorization, official or semi-official was in effect in 1881-82, during another period of recognized low value stamp shortage, validating bisects such as mine.

Here is the magnificent write up of my bisect, as I bought it. "SG unlisted diagonally bisected 1876 2¢ orange CC (SG.127 var) correctly tied to piece by fine full T.P.O. ESSEQUIBO STEAMER d/ring dated Jan 2 82. Used during the great shortage of low value stamps – the first supplies of the 1¢ and 2¢ DLR CA wmk ship issues not arriving until JA 23 1882 (see T+H Page 100). Possibly the only known example outside the Royal Collection which has a cover date JA 17 1882 with exactly this franking endorsed "One cent stamps are not to be procured."

On another matter, a few weeks ago I stumbled onto a stockbook of early Guyana stamps which I had bought 15 or 20 years ago mostly for its cancellations and having extracted those, it has been languishing in one of my several junk piles. Flipping through it, I came across a row of about 12 of the 1969 Christmas stamps and would you believe, yet another flaw! It is a badly broken "C" of Christmas with a circular ink bubble type of flaw on the adjacent letter "h" but at a higher level than the previously identified "H" flaw, almost certainly another one-off accident. (See Figure 2.)



Figure 2

Recently I had an email from Buzz Jehle regarding the 1969 Christmas set. Here's what he had to say:

"The 60 cent value also comes unoverprinted. I have seen several in United Kingdom and Australian auctions in

the past five years. Unfortunately, most of my philatelic library was destroyed in Hurricane Ike, so my records are gone. The stamps are okay! I also have an SG 512b with the whole 9-12 o'clock quadrant of the "C" filled. I suspect this may be a one-off as I have not found it on any normal stamps.

"In addition to the broken "h" on "Xmas" on the 60 cent, there is a filled "h" at bottom which I also have on the six cent. These I acquired from Stanley Gibbons just going through their counter stock one day in the mid-1980s when I lived in London. I remember it quite well as I asked the clerk for the broken "h," and he said, 'Sorry, all I have is the filled "h."' I have yet to find the other two values. Otherwise, your list is complete based on my collecting over the past 25 years. I am missing the broken "t," of course, but have added it to my want list."

Thanks to Buzz for his letter. Surely there must be other errors in this charming Christmas set. Would the Guyana collectors please have another look and then inform us?



Variety examples from the  
Buzz Jehle Collection



# Treasurer's Report for 2008

By John Seidl  
Treasurer

BCPSG Income Statement - 2008	BCPSG 2008 Balance Sheet
<i>Financial Statements in U.S. Dollars</i>	
<b>REVENUE</b>	<b>ASSETS</b>
Dues & Contributions	<b>Current Assets</b>
\$ 6,382.78	Money market - U.S. Account
Advertising Revenue	\$ 25,943
3,336.25	Cash - U.K. Account
Book Sales	1,028
150.00	Cash - U.S. PayPal Account
Auction Proceeds (2006-2008)	2,1340
2,005.00	Accounts receivable (less doubtful accounts)
<b>Net Revenue</b>	0
<b>\$ 11,874.03</b>	Inventory (books at no value)
	0
<b>COST OF GOODS SOLD</b>	Accrued Bond/CD Interest
Cost of Goods Sold	315
\$ 0.00	Prepaid expenses
<b>Gross Profit (Loss)</b>	0
<b>\$ 11,874.03</b>	<b>Total Current Assets</b>
	<b>\$ 29,420</b>
<b>EXPENSES</b>	<b>Fixed Assets</b>
ABPS Dues in U.K.	Long-term investments
\$ 124.40	\$ 22,016
Editor Stipend - BCPSG Journal	<b>Total Net Fixed Assets</b>
2,000.00	<b>\$ 22,016</b>
Insurance	
45.00	<b>TOTAL ASSETS</b>
BCPSG Awards	<b>\$ 51,435</b>
(Award payment + award expenses)	
1,148.44	<b>LIABILITIES</b>
Office Supplies	<b>Current Liabilities</b>
335.95	Lifetime Members
Postage International	\$ 10,554
1,200.38	Paid Forward Members
Publishing Expense BCPSG Journal	1,056
(Printing + U.S. Postage)	<b>Total Current Liabilities</b>
7,024.64	<b>\$ 11,610</b>
Israel 2008 Exhibit - Ramkissoon	<b>Equity</b>
100.00	<b>\$ 39,826</b>
Publication Expenses - David Wilson	<b>TOTAL LIABILITIES &amp; EQUITY</b>
91.54	<b>\$ 51,435</b>
2008 Auction - Howard Austin	
294.31	
Membership Renewal - Bob Stewart	
191.18	
Web Site Expense	
34.00	
<b>Total Expenses</b>	
<b>\$ 12,589.84</b>	
<b>Net Operating Income</b>	
<b>(\$ 715.81)</b>	
<b>OTHER INCOME</b>	
Gain (Loss) on Sale of Assets	
\$ 0.00	
Interest Income	
1,607.38	
<b>Total Other Income</b>	
<b>\$ 1,607.38</b>	
<b>Net Income (Loss)</b>	
<b>\$891.57</b>	

# BCPSG Exhibits and Awards

By Paul Larsen  
Awards Chairman

Following is a listing of recent British Caribbean Philatelic Study Group (BCPSG) member exhibit participants and awards.

---  
**SESCAL 2008, October 10-12**  
**Los Angeles, California**

Roger Downing  
*Virgin Islands - Reign of Queen Victoria*  
1837-1901  
**Gold**

Giorgio Migliavacca  
*Italian Prisoners of War in the U.S. During*  
*World War II*  
**Gold, Military Postal History Society Award**

George Bowman  
*Victoria: The English Mail TPOs, 1887-1917 (SF)*  
**Silver**

Reuben Ramkissoon  
*The Trinidad WWI Charity Label that became*  
*a Postage Stamp for a Day (SF)*  
**Gold**

**VAPEX 2008, November 7-9**  
**Williamsburg, Virginia**

George Bowman  
*Victoria: The English Mail TPOs 1887-1917 (SF)*  
**Vermeil**  
*The Fresno-San Francisco Bicycle Post of 1894 (SF)*  
**Vermeil**

Harris Leonard  
*Trinidad Postal Stationery: The Registered Letter*  
**Vermeil, BCPSG Medal**

Reuben Ramkissoon  
*Independent Anguilla, British West Indies*  
**Silver**  
*Trinidad Connections of the 1931 Dornier DO-X*  
*Return to South America Flight (SF)*  
**Best Single Frame, Gold**

**CHICAGOPEX 2008, November 21-23**  
**Arlington Heights, Illinois**

Reuben Ramkissoon  
*Mahatma Ghandi - His Place in India and the World*  
**Silver**  
*Air Letter Sheets (Aerogrammes) of*  
*Trinidad and Tobago 1943-1988*  
**Gold, BCPSG Medal**

**FLOREX 2008, December 5-7**  
**Orlando, Florida**

Raymond Murphy  
*Jamaica in World War II*  
**Silver**

**SANDICAL 2009, January 16-18**  
**San Diego, California**

Paul Fletcher  
*The Postage Due Stamps of Australia*  
**Reserve Grand, Gold**

Dan Walker  
*Barwani - A Princely Indian State*  
**Gold, Best Exhibit That Has Never Received**  
**Another Special Award**

## *Nuggets from the past ...*

When the future King George V was Prince George, he visited Bermuda while a 25-year-old commander of a small, 805 ton gunboat, the HMS *Thrush*. His ship was assigned for some time in 1891 to the North American and West Indies Station, based in Halifax, Nova Scotia, Hamilton, Bermuda, and Kingston, Jamaica. Morris Ludington wrote about a letter the Prince wrote on April 27, 1891 from Bermuda to the Governor of Jamaica.

Also, Edward F. Addiss wrote about British West Indies "missent" markings, illustrating many from Anguilla, Antigua, Bahamas, British Honduras, Dominica, Montserrat, St. Kitts, and Trinidad.

-- BCPSG Journal  
June 1990

# President's Message

By Ed Waterous

The time draws near for our Annual Meeting in conjunction with NOJEX, May 22-24, 2009, at the Meadowlands Crowne Plaza Hotel in Secaucus, New Jersey. On Saturday, May 23, an Executive Board meeting will be held at 9 a.m. and the Annual Group Meeting is scheduled for 1 p.m., to be followed by the Group auction. On Friday night, we are planning an informal dinner for members and guests. A flier is inserted in the *Journal* for you to make reservations and indicate your menu preference. Please return this as soon as possible so we can finalize our plans with the restaurant. I am looking forward to seeing you at NOJEX! For details about other show activities and travel information refer to the web site [www.NOJEX.org](http://www.NOJEX.org). Our exhibitors look forward to receiving BCPSG awards at the annual meeting. The Cameron Award is presented for the best qualified British Caribbean exhibit by a member. Also awarded to our exhibitors are the handsome BCPSG medals corresponding to the host show awards.

We are still seeking an Advertising Manager. To date no one has volunteered for the position. The job entails contacting our current advertisers and seeking out others who might place advertisements in the *Journal*. In my opinion, the major benefit for the Advertising Manager is forming a personal relationship with dealers and auctioneers who handle British Caribbean material. The down side comes when the occasional advertiser must be reminded to follow through on payment for contracted advertising. The job is not onerous but will require a block of time, especially at year-end when most of our advertisers establish an annual contract. Please contact me for further details if you might be interested in performing this task to benefit the Group. It is estimated we are losing out on the opportunity to add about \$2,000.00 per year for our society. Please help!!

Auction Manager Howie Austin was seeking last minute auction lot consignments right into February. Because few members have responded to his pleas, we have a rather small sale this year. A paper copy of the auction listing without illustrations is included in the *Journal* mailing. Please look at our web site, [www.bcpsg.org](http://www.bcpsg.org) to see the lots on offer. Most lots are pictured in color on the web site. The auction is run for the benefit of our members. You can sell items you no longer need and buy items that will find a home in your collection. Please take part in this activity for the benefit of all. Place your bids early to save last minute confusion for mail/email bidding. The sale will be called at NOJEX.

Once again I ask you to prepare and submit some better items for sale in the Joint BWISC-BCPSG auction next year in London. We have a commitment to provide 200 lots for the sale. Please send items to our Auction Manager after July 1, 2009. We expect to transport the auction material to London in early November for lotting and description.

Commission rate for the joint sale will be 10 percent of the hammer price. The BWISC auction team will control the actual sale in London.

The BCPSG is similar to many other philatelic societies in that membership is dwindling as the collecting population ages. Many of our longtime active members have passed to their eternal reward or moved to inactive roles. We need new people not only to join our membership rolls but also current members to step up and take active participatory roles. There are many areas where we can stand new ideas and a fresh approach to making the group attractive to today's Caribbean philatelists. Some things that come to mind are recruiting, research, writing *Journal* articles, liaison activities, leadership roles, web design, and so forth. If you are interested in becoming more involved with the BCPSG, please contact me or any of the Group's officers.

I recently had the opportunity to sit down with long-time member Mike Mead, of Britannia Enterprises, to get his thoughts about finding new members. Mike thinks we might be able to reach Caribbean collectors by distributing membership brochures through dealers and organizations that send mailings. For example, APS Circuit mailings, British Caribbean auction catalogs and eBayers who sell Caribbean material all qualify. In addition, Mike suggested we try distributing membership brochures through Caribbean cruise lines and possibly the Caribbean post offices, especially those in cruise ship ports. These are the kind of suggestions that must be developed and implemented to reach collectors who are not aware of our organization. Do you have other suggestions on ways to reach British Caribbean collectors so we can grow our membership?



# Membership Director's Report — By Bob Stewart

## New Members

All new applicants listed in the last issue of the Journal have been accepted as members of the British Caribbean Philatelic Study Group. Congratulations and welcome to the Group.

## New Applicants

**Dietmar Thormann**, Hasenkamp 10, DD-48291 Telgte, GERMANY. Email: Dietmar.thormann@econ-energie.com. Philatelic interests: Bahamas, Barbados, Bermuda, Cayman Islands, Montserrat, St. Lucia, Anguilla. Sponsored by Bob Stewart.

**Reaiz Nigel Mohammed**, 1900 Windette Dr., Montgomery, IL 60538 USA. Email: trিনিbuoy@yahoo.com. Philatelic interests: Trinidad, Tobago, and Trinidad & Tobago. Sponsored by Dr. Reuben Ramkissoon.

**Richard Zurba**, 726 Lorna St., Moreleta Park, 0044 SOUTH AFRICA. Email: zurcom@zurcom.net. Philatelic interests: Jamaica, Montserrat, St. Kitts, Cayman Islands, Bermuda, Bahamas, Barbados. Sponsored by Mike Nethersole.

**Harris Leonard**, 11001 Arroyo Dr., Bethesda, MD 20852 USA. Email: hkleonard@starpower.net. Philatelic interests: British Commonwealth revenues. Sponsored by Mike Nethersole.

**Van Koppersmith**, P.O. Box 81119, Mobile, AL 36689 USA. Email: vankoppersmith@gmail.com. Philatelic interests: RMSP via Mobile, Alabama. Sponsored by Jack Harwood.

**Stephen M. Peters**, 6764 Pilot Way, San Diego, CA 92114 USA. Email: bcquetzal@hotmail.com. Philatelic interests: British Honduras and Belize. Sponsored by Ed Waterous.

**Anne Jardim**, 505 Tremont St., #904, Boston, MA 02116 USA. Philatelic interests: Antigua and British Guiana 1952 and earlier. Sponsored by Thomas A. Anderson.

## Address Changes

**William Ashley**, P.O. Box 744, Tulsa, OK 74101 USA. Email: william\_ashley@hotmail.com  
**Bernard Beston**, P.O. Box 6315, Halifax Street, Adelaide, SA 5000, AUSTRALIA. Email: bernieb@alrm.org.au

## New email addresses

**Michael Kluerz**: klufam1996@comcast.net  
**Ed Barrow**: e.barrow1@gmail.com  
**John Puzine**: puzine@comcast.net

## Resignations

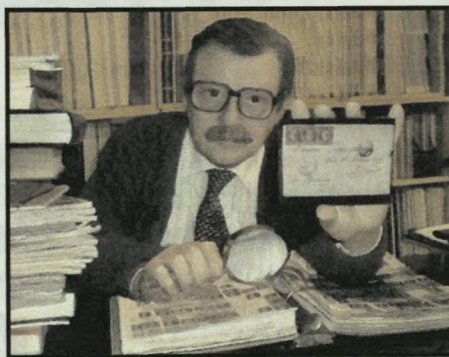
Dr. Edwin Andrews, Arnold Sorensen, Francesca Lund of Quality Stamps, Ann Triggie

## Deceased

**Jack Guyer** of the USA  
**Dr. Norman Thetford** of the USA

*If any member has information, such as a change of address, to be included in the Membership Director's Report, please contact me, either by mail (see inside front cover of the Journal) or by email, at [stewart99@comcast.net](mailto:stewart99@comcast.net)*

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## CAYMAN ISLANDS

By Richard Maisel

The third of our occasional series devoted to Classic Collections, this describes Richard Maisel's superb Large Gold Medal collection. Lavishly illustrated in colour, this booklet relates the progression of Cayman Islands philately from the earliest use of the Jamaican stamps, through the development of first Queen Victoria keyplate designs up to the pictorial issues of the King George V period. **Price: £12.00 (Approx. \$22.80).** BWISC Members' discount £2.00 (Approx. \$3.80).

This book is available now and can be ordered from David Druett of Pennymead Auctions at 1, Brewerton Street, Knaresborough, N. YORKS, HG5 8AZ UK or via e-mail at [Pennmead@aol.com](mailto:Pennmead@aol.com), or via Telephone at 0044 (0)1423 865962 or Fax at 0044(0)1423547057. Please advise if airmail or surface mail is required for overseas orders.

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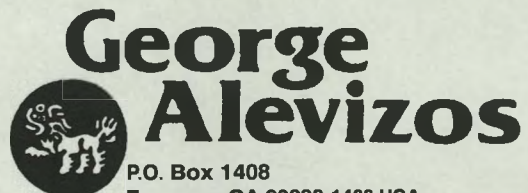
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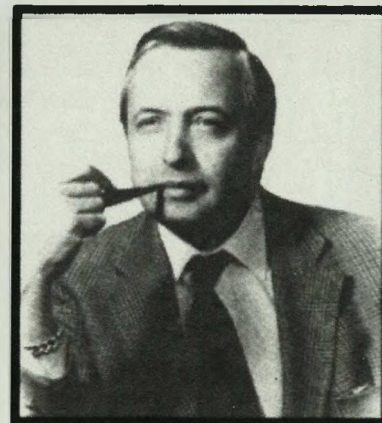
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