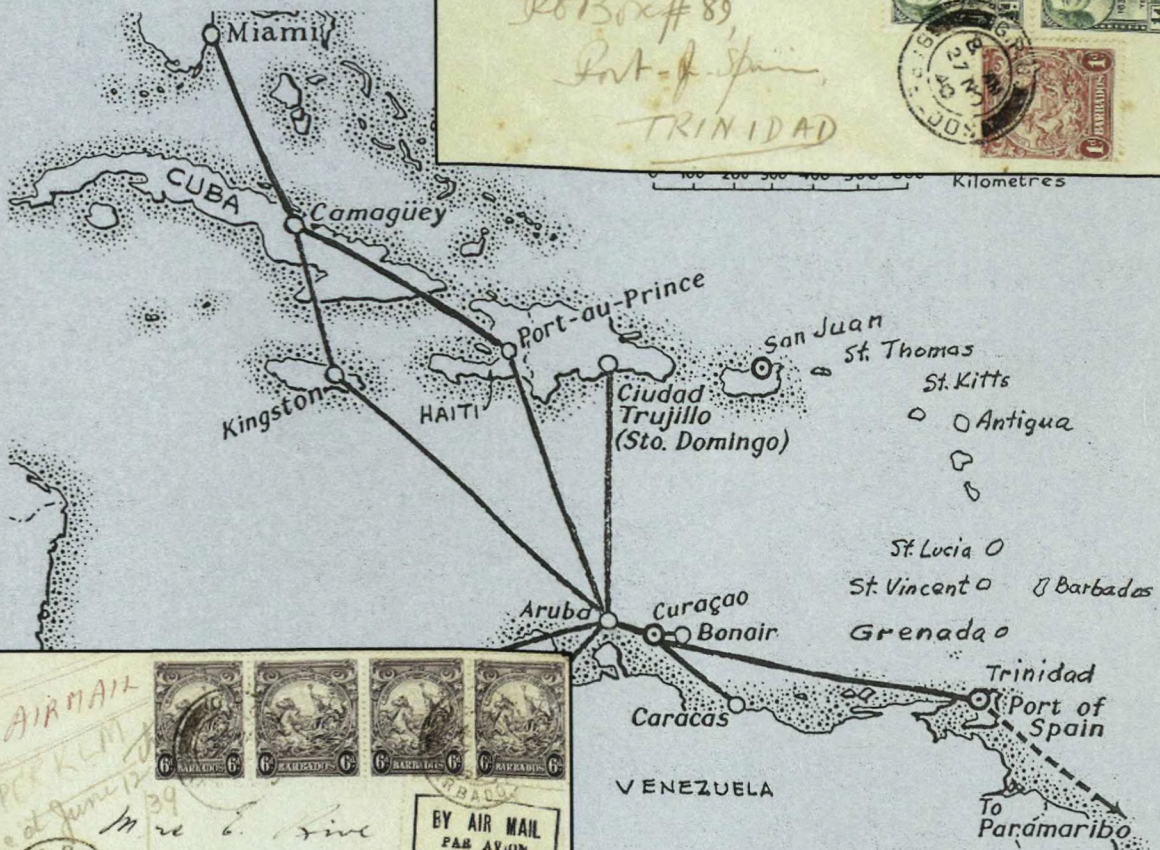


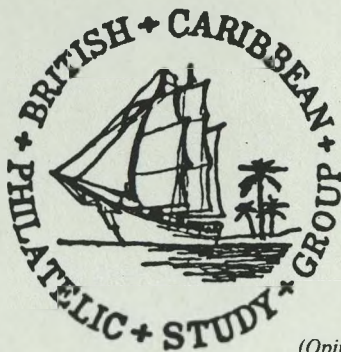
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The Airmails of Barbados during World War II





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Beginning a new series

The Airmails of Barbados during World War II

Part 1: Wartime Routes and Services

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

Introduction

This series of articles will deal with the airmail rates, routes and covers of Barbados during the period from 1939 to 1945, the "War Years." The postal history of this period is indeed complicated for a number of reasons. First, the majority of the world was involved in a major global conflict. As countries chose one side or another, this impacted the transmission of the mails by air. World War II not only affected rates and routes but how airmail was actually transmitted from the point of origin to its final destination. Rates during the war changed quite frequently, often without notice, thus causing confusion among postal clerks and the general public.

Airmail routes changed frequently as the war spread throughout Europe and Asia and were highly dependent upon the availability of aircraft to carry the mails. Getting detailed published information on wartime routes is extremely difficult because for security reasons this information was seldom published. If such published information had fallen into enemy hands, it would have provided vital clues on Allied troop and supply movements. Another factor affecting airmail during this period -- indeed all types of mail -- was the institution of censorship. Airmails from Barbados were sometimes single censored before leaving Barbados; sometimes airmails were single censored while in transit in places like Trinidad and the United States; or were single censored upon arrival in the country of destination. At other times, mails were doubled censored in two different countries, either in Barbados, and then again while in transit through Trinidad, the U.S. or Canada. Although most countries viewed censorship as abso-

FIGURE 1
November 27,
1940 British
West Indies
Airways first
direct flight
between
Barbados and
Port of Spain,
Trinidad.
Unusual 2d
rate.



lutely essential to maintaining security during the war, there can be little doubt that censorship had a major impact on the time that it took mail to go from its point of origin to its final destination.

The inspiration for this series of articles was the result of two different articles that appeared in the *British Caribbean Philatelic Journal* in 2006 and again in 2007. The first of these articles was co-authored by Tom Giraldi and Roger Schnell and is titled: "World War II Cayman Islands Airmail Rates to the U.S." (*British Caribbean Philatelic Journal*, Vol. 46, No. 3, July 2006). The second article was co-authored by Roger Schnell and Dr. Peter P. McCann titled "British Virgin Islands World War II Airmail Routes and Rates" (*British Caribbean Philatelic Journal*, Vol. 47, No. 1, January 2007). Both articles are important to those who collect and exhibit the postal history of this period from the British Caribbean. Both articles provided vital information on rates and routes that hitherto were unpublished. As most postal history collectors/exhibitors of the British Caribbean are aware, published information on such topics as airmail rates and routes is extremely scanty and scattered. Indeed, this would appear to be the case, not only for Barbados, but also for other islands in the Caribbean such as the British Virgin Islands, Cayman Islands, Antigua, St. Kitts, St. Vincent, Grenada and St. Lucia and others.



FIGURE 2
BWIA Air Routes, 1940 to 1945.

The following was written to add to the information on airmail rates and routes from Barbados during the period from 1939 (roughly the start of World War II) and 1945 (the end of the war). It is also hoped that other readers who have an interest in the airmails of the Caribbean will examine their own collections and accumulations of covers and be encouraged to write similar articles, thus sharing this vital information with their fellow collectors and exhibitors.

Continued on page 6

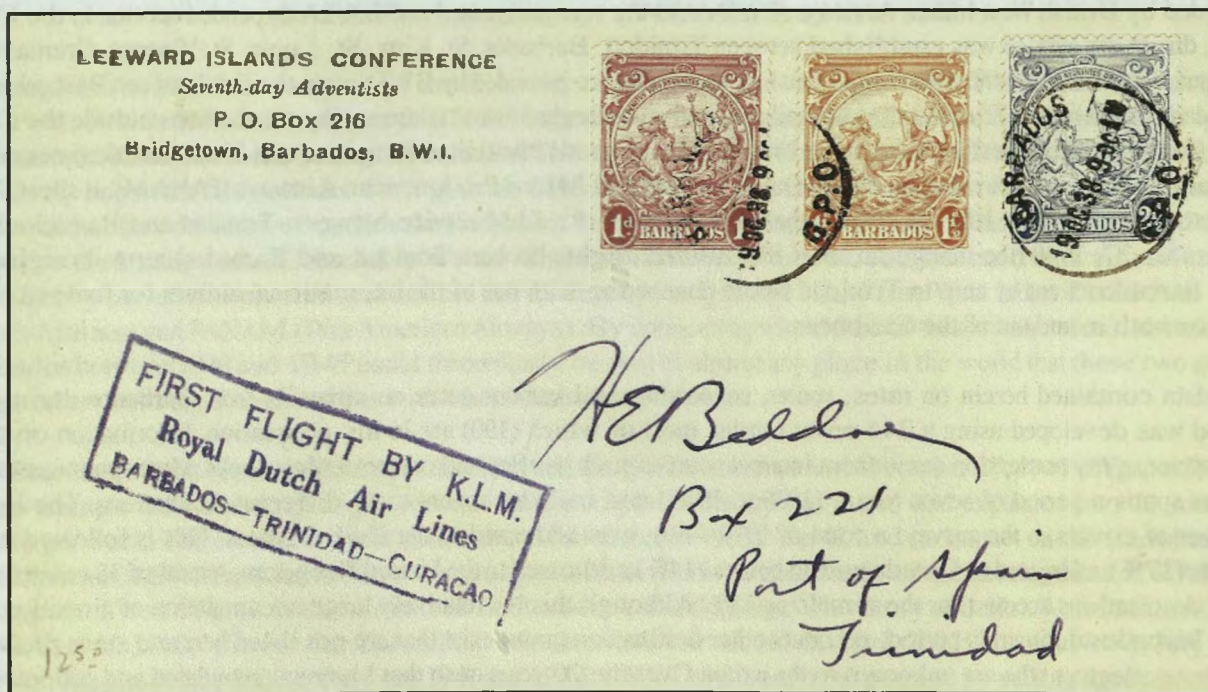


FIGURE 3

October 19, 1938 KLM first flight between Barbados and Port of Spain, Trinidad. The rate was 5d.



FIGURE 4

October 19, 1938 KLM first flight between Barbados and Port of Spain, Trinidad. Registered airmail rate: postage was 5d plus 3d for the registration fee.

General Notes and Comments on the Data Used

To begin, it should be noted that there was no direct airmail service from Barbados to destinations outside the Caribbean during the period from 1940 to 1945. In fact, direct airmail service was not established for Barbados until well after World War II had come to an end. On October 19, 1938, the Dutch airline, KLM, established a weekly route that went from Port of Spain (Trinidad) to Bridgetown, Barbados, and between Port of Spain and Ciudad Bolivar in Venezuela. However, this service was very short lived and was suspended on July 12, 1940. Beginning on November 27, 1940, direct airmail service was established between Port of Spain, Trinidad and Barbados via service provided by British West Indian Airways (BWIA). As the war progressed and BWIA expanded service in the Caribbean, direct air service was established between Trinidad, Barbados, St. Kitts, St. Lucia, St. Vincent, Grenada and Antigua. For Barbados the most important link in the service provided by BWIA was the link between Barbados and Trinidad. For it was at Trinidad that airmail originating in Barbados and addressed to destinations outside the Caribbean (for example, to destinations in the United States, Canada, the United Kingdom and South America) connected with airmail services provided by Royal Dutch Airlines (KLM) and Pan American Airways (PANAM). It should also be noted that between July 12, 1940 (the suspension of the KLM service between Trinidad and Barbados) and November 27, 1940 (the inauguration of BWIA direct flights between Trinidad and Barbados) airmail originating from Barbados went by ship to Trinidad before connecting with one of the international airlines for forward transmission both in and out of the Caribbean.

The data contained herein on rates, routes, censorship and various notes on airmails from Barbados during this period was developed using a 244 cover census, most of which (190) are in my possession. Information on those covers not in my possession came from Internet sources such as eBay and online dealer stocks. My population of 244 covers spans a period of seven years (1939 to 1945) and includes covers to 15 different destinations. The largest number of covers in the survey, a total of 107 (44%), was addressed to the United States. This is followed by 64 covers (27%) addressed to Canada and 35 covers (14%) addressed to the United Kingdom. A total of 38 covers to 12 other destinations account for the remaining 15%. Although this is a relatively large accumulation of airmail covers from Barbados during this period, no doubt other destinations must exist that are not listed here and are in the hands of other collectors who are unknown to the writer. Over the 20 years or so that I have accumulated and collected the covers of Barbados from this period (1939 to 1945), I have yet to find any covers to such destinations as Asia, Africa, the Pacific or to most destinations in Europe. No doubt the ravages of war in both Europe and Asia greatly curtailed

mails from Barbados to these destinations. For ease of comparison, readers will note that rates have been converted to and first given in the total number of pence paid by the sender. It should also be noted that one shilling was equal to 12 pence. Thus, one shilling 1d is listed in the tables as being 13d (12d + 1d); 1 shilling 3d is listed as 15d (12d + 3d); 1 shilling 6d is listed as 18d (12d + 6d); and 5 shilling is listed as 60d (12d x 5) and so forth. I have found over the years that in organizing these covers and making rate comparisons, it is less confusing to convert the total fees paid into the lowest common unit, which in this case is the penny. Although rates are initially given in the total number of pence, these are usually followed in parentheses by the rates given in shillings and pence.



FIGURE 5

June 7, 1939, Barbados to Canada via KLM service.

Airmail Services and Routes: 1939-1945

British West Indian Airways (BWIA) Routes 1940 to 1945

Although Barbados did not have direct airmail service to the rest of the world until after World War II, beginning in late 1940, British West Indian Airways (BWIA) began to provide direct airmail service from Trinidad to various destinations in the Caribbean including Barbados. The air link between Port of Spain in Trinidad and Barbados was extremely important for Barbados for it gave the GPO in Bridgetown a connection point for the forward transmission of airmails to destinations outside the Caribbean. From Port of Spain, airmails from Barbados addressed to such places as the United States, Canada, the United Kingdom and South America, could connect with airmail services provided by one of two international airlines that made stops at Trinidad: KLM (the West Indies Division of Royal Dutch Airlines) and PANAM (Pan American Airways). By connecting with either of these two services, airmail from Barbados between 1940 and 1945 could theoretically be sent to almost any place in the world that these two airlines operated or could make connections with other international airlines.

The first direct flight between Barbados and Trinidad on BWIA occurred on November 27, 1940 (*Figure 1*). Thus began a single daily roundtrip flight between these two points that by war's end had expanded into 11 roundtrip flights per week. There is little doubt that with the full onset of World War II and its impact on the Caribbean, the development of BWIA and its routes were greatly affected. (For a detailed study of the development of BWIA and the impact of World War II on this airline see: Dr. Reuben A. Ramkisson, "The Story of British West Indian Airways (BWIA) 1940-2000," *British Caribbean Philatelic Journal*, Vol. 42, No. 2, April 2002; Vol. 42, No. 3, July 2002; and Vol. 43, No. 3, July 2003). Between 1941 and 1943, BWIA continued its expansion by making agreements with several Caribbean islands to construct, operate and maintain airfields. By 1943, BWIA had constructed and was

Continued on page 8

operating airfields on the islands of Grenada, St. Vincent, St. Lucia, Antigua and St. Kitts.¹ As was the case with Barbados, because these islands had opened a direct air connection with Port of Spain in Trinidad through BWIA, they also had access to airmail services provided by KLM and PANAM. BWIA direct service to Barbados commenced on November 27, 1940. However, the first official BWIA flight to Grenada occurred on January 16, 1943 and weekly service did not commence until March 11, 1943. Service to St. Lucia, Antigua and St. Kitts commenced on March 22, 1943. This was followed on June 3, 1943 with service extension to St. Vincent.²

In Dr. Ramkissoon's article on the development of BWIA during the period 1940 to 1945, he indicated that by the end of 1943, BWIA was making the following weekly flights: Trinidad-Grenada-St. Lucia; Trinidad-Barbados-Antigua-St. Kitts-Antigua-Barbados-Trinidad (round trip); Trinidad-Grenada-St. Vincent-St. Lucia-Barbados; and Trinidad-Tobago. In addition, by the end of 1943, BWIA was making 11 weekly flights between Trinidad and Barbados.³ The routes for BWIA between 1940 and 1945 are indicated in the map in Figure 2.⁴ There can be little



FIGURE 6
*April 24, 1940 Barbados to
New York via KLM service,
special delivery.*

doubt that for Barbados, the 11 weekly flights between Barbados and Trinidad greatly accelerated the forward transmission of airmails, especially to such international destinations as the United States, Canada and the United Kingdom that made up about 85% of all the airmail originating from Barbados between 1939 and 1945.

KLM West Indies Division of Royal Dutch Airlines: Caribbean Routes 1939-1945

In 1935, KLM Royal Dutch Airlines formed a West Indies Division. Initially, KLM only flew routes between the two Dutch islands of Aruba and Curacao. However, on October 19, 1938 KLM service was expanded to include Trinidad and Barbados. Covers originating in Barbados on this inaugural flight were stamped with a purple, three line rectangular handstamp that read: "FIRST FLIGHT BY K.L.M., Royal Dutch Air Lines, Barbados-Trinidad-Curacao" (Figures 3 and 4).

The rate on this inaugural flight between Barbados and Trinidad was 5d. In addition to this direct service between Barbados and Trinidad, the KLM service also provided a valuable connection by which airmail addressed to other destinations in the Caribbean, as well as destinations outside the Caribbean, could be made. Such is the case with the cover in Figure 5. The cover is dated June 7, 1939 and was addressed to Toronto, Canada. The sender paid a rate of 27 1/2d (2/3 1/2d). In the upper left-hand corner of the cover in manuscript and red pen, the cover was marked "VIA AIRMAIL." Just below this marking, in manuscript and red pencil, is the post office notation "PER KLM." Just below this marking is a regular pencil notation "Rec'd June 12th 1939," indicating that the cover took only five days from the time that it left Barbados to the time that it arrived and was delivered in Toronto. During this period (October 1938 to July 12, 1940) the airmail would have been routed via KLM from Barbados to Trinidad; then to the islands of

Curacao and Aruba, on to Port of Prince in Haiti and Camaguey in Cuba before arriving in Miami in the United States. From Miami the cover would have been transferred to a U.S. carrier for the final leg of the flight to Toronto.

Another interesting cover from the period before the KLM service to and from Barbados was terminated on July 12, 1940 is seen in **Figure 6**. The cover is dated April 24, 1940 and was addressed to New York City. The sender paid a fee of 19d (1/7); of which the airmail fee was 16d (1/4) and 3d paid the special delivery fee. The cover was hand stamped at the GPO in Barbados with a purple circular "VIA KLM" marking. The purple straight-line "SPECIAL DELIVERY" marking was applied upon arrival in Miami. To the best of my knowledge, no "Special Delivery" marking was used during this period at the post offices in Barbados. It should also be noted that the circular KLM marking is a scarcely seen marking on mails. Like the cover to Canada mentioned above, this cover also was routed from Barbados to Trinidad and then via Curacao, Aruba, Haiti and Cuba and then on to Miami. On the very left side of the cover, about in the middle, is a Miami arrival datestamp of April 28, 1940, indicating that the cover only took four days to arrive from Barbados. The cover at the very top left was franked (probably upon arrival in Miami) with a pair of five-cent U.S. Presidential issues (commonly referred to as "Prexies") indicating the U.S. fee for special delivery mail. The pair of prexies was canceled by an indistinct cancel that I suspect was applied upon arrival in New York. I have been told by a number of prexie collectors that for a period of time during the early 1940s, the practice of franking incoming foreign mails with U.S. adhesives was adopted by the U.S. Postal Service as a means of identifying foreign incoming special delivery mail and thus assuring that this mail would be properly handled by the U.S. Post Office. I am aware of such frankings on incoming foreign "special delivery" mails from both Mexico and Cuba during this same period. However, this is the only example that I have seen from Barbados.

As mentioned above, the KLM service between Trinidad and Barbados was very short lived and was suspended on

Continued on page 10

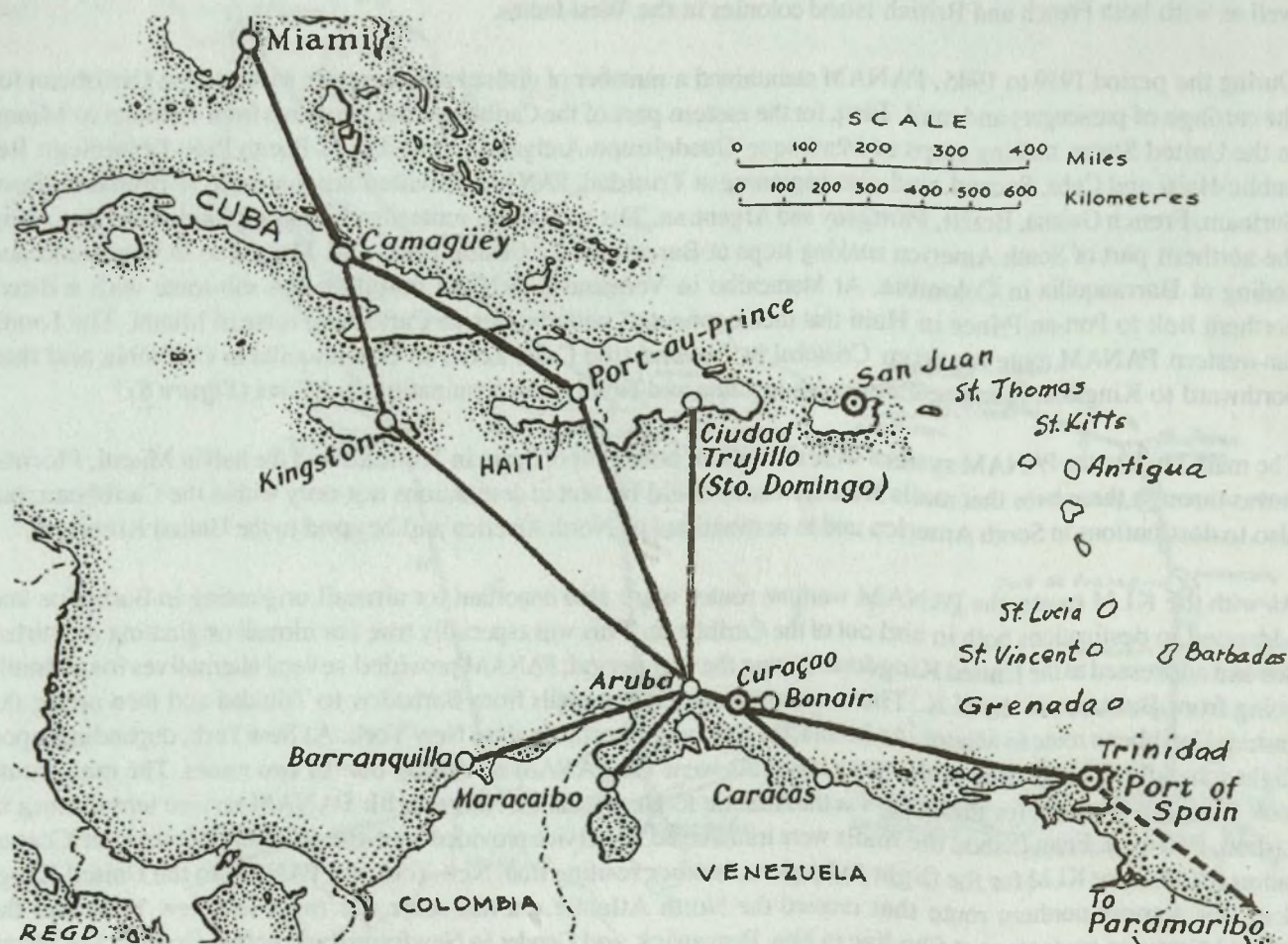


FIGURE 7
KLM Caribbean air routes during the 1940s.

July 12, 1940. However, prior to the inauguration of the KLM direct service to Trinidad and Barbados, the GPO did have the option to send airmail by ship to the island of Curacao for forward transmission to either other destinations in the Caribbean or to destinations outside the Caribbean.

After the suspension of the KLM direct service between Trinidad and Barbados on July 12, 1940, KLM began a program of expansion to South America and other destinations within the Caribbean. In late 1939 and early 1940, KLM added routes to Maracaibo, Venezuela and Barranquilla, Colombia. On August 19, 1941 KLM added an alternative route to the one from Aruba-Haiti-Cuba to Miami. This alternative route took KLM from Aruba to Jamaica and Cuba and then on to Miami. By 1942 KLM covered most of the western part of the Caribbean (**Figure 7**).⁵ Thus, KLM's presence in the Caribbean offered the residents of Barbados more alternatives for the forward transmission of their mail by air.

Pan American Airways: Caribbean Routes 1939-1945

In the early 1930s, Pan American Airways (PANAM hereafter) began establishing air routes throughout the Caribbean. Unlike PANAM's counterparts (BWIA and KLM), PANAM took a different approach to establishing its Caribbean air routes. Both BWIA and KLM used land-based aircraft that necessitated the development, the use and the maintenance of airfields and airports along their routes in the Caribbean. The development, use and maintenance of these airports by KLM and BWIA were extremely costly and gave PANAM a huge cost advantage over its rivals. PANAM, on the other hand, chose to use a combination of seaplanes and land-based aircraft for its routes. By using "flying boats," PANAM was able to make stops at many smaller islands in the Caribbean where it was financially impractical to build and maintain airfields and airports. By 1940, PANAM was carrying mails in the Caribbean under contract with the U.S. Post Office Department, and under contract with many Latin American countries as well as with both French and British island colonies in the West Indies.

During the period 1939 to 1945, PANAM maintained a number of distinct and separate routes in the Caribbean for the carriage of passengers and mail. First, for the eastern part of the Caribbean, the route ran from Trinidad to Miami in the United States, making stops at Martinique-Guadeloupe-Antigua-Virgin Islands-Puerto Rico-Dominican Republic-Haiti and Cuba. Second, and also beginning at Trinidad, PANAM provided service south to British Guiana, Surinam, French Guiana, Brazil, Paraguay and Argentina. The third major route also began at Trinidad and ran along the northern part of South America making stops at Barcelona, La Guaira, Coro and Maracaibo in Venezuela and ending at Barranquilla in Colombia. At Maracaibo in Venezuela, PANAM maintained a sub-route with a direct northern link to Port-au-Prince in Haiti that then connected with the eastern Caribbean route to Miami. The fourth far-western PANAM route ran from Cristobal in Panama (the Canal Zone) to Barranquilla in Colombia and then northward to Kingston, Jamaica, Cienfuegos in Cuba and finally, also terminating in Miami (**Figure 8**).⁶

The main keys to the PANAM system were the hubs at both Port of Spain in Trinidad and the hub in Miami, Florida. It was through these hubs that mails from Barbados could be sent to destinations not only within the Caribbean, but also to destinations in South America and to destinations in North America and beyond to the United Kingdom.

As with the KLM routes, the PANAM wartime routes were also important for airmail originating in Barbados and addressed to destinations both in and out of the Caribbean. This was especially true for airmail originating in Barbados and addressed to the United Kingdom. During the war period, PANAM provided several alternatives for airmails going from Barbados to the U.K. The main route carried the mails from Barbados to Trinidad and then along the eastern Caribbean route to Miami. At Miami, the mail went north via air to New York. At New York, depending upon flight schedules and the time of the year, the mails went via PANAM service by one of two routes. The main route took the mails destined for the U.K. via the Atlantic to Bermuda, the Azores with PANAM service terminating in Lisbon, Portugal. From Lisbon the mails were transferred to service provided by either British Overseas Air Corporation (BOAC) or KLM for the flight to London. Another routing from New York via PANAM to the United Kingdom was a more northern route that crossed the North Atlantic. On this route the mails left New York and the PANAM service made stops at Shediac in New Brunswick and Gander in Newfoundland before crossing the North Atlantic with service terminating at Foynes in Ireland. At Foynes the mails were transferred to either BOAC or KLM service for onward transmission to London. Since this PANAM route was so far north, it was extremely weather

sensitive. That is to say that this route was greatly affected by the onset of winter weather. However, a third alternative was available for the airmails of Barbados addressed to the United Kingdom. On this third alternative route, airmails were sent to Trinidad where they were transferred to PANAM service to Brazil. At Belem in northern Brazil, the mails were transferred to a PANAM plane that then crossed the South Atlantic and made a stop in the Portuguese colony of Guinea. After a brief stopover, the flight continued on to Lisbon, Portugal. At Lisbon, mails addressed to the U.K. connected with service provided by either KLM or BOAC for the flight to London. As will be seen below, the PANAM "all air" service between Barbados and the United Kingdom during the war was extremely expensive. However, a cheaper option was available. Mails could be sent from Barbados to New York via air on PANAM service and from New York to the United Kingdom via surface transport (ship) at a greatly reduced fee.

Analysis of the Rates 1939 to 1945

In analyzing specific covers during the period from 1939 to 1945 there are several factors that one is able to conclude. First, the base airmail rates for Barbados were based on a fee per half ounce of weight or less. Thus, the first rate step was for a letter weighing one-half ounce or less; the second rate step was for a letter weighing more than one-half ounce up to one ounce; the third rate step was for more than one ounce up to one and one-half ounces of weight; and the fourth weight step was for more than one and a half ounces up to two ounces. Analysis of covers from this period confirms this rate and weight relationship. In addition, since rates in Great Britain during this period were based on multiples of one-half ounce of weight, it is safe to assume that colonies within the Empire would have followed suit. Charles R. Entwistle in his series on "Wartime Airmails" gives the rates from Great Britain to various destinations throughout the British Empire. In his *Great Britain Trans-Atlantic & Beyond*, Entwistle gives the wartime rates from Great Britain and states: "The rates listed on the following pages apply to mail that was flown over

Continued on page 12

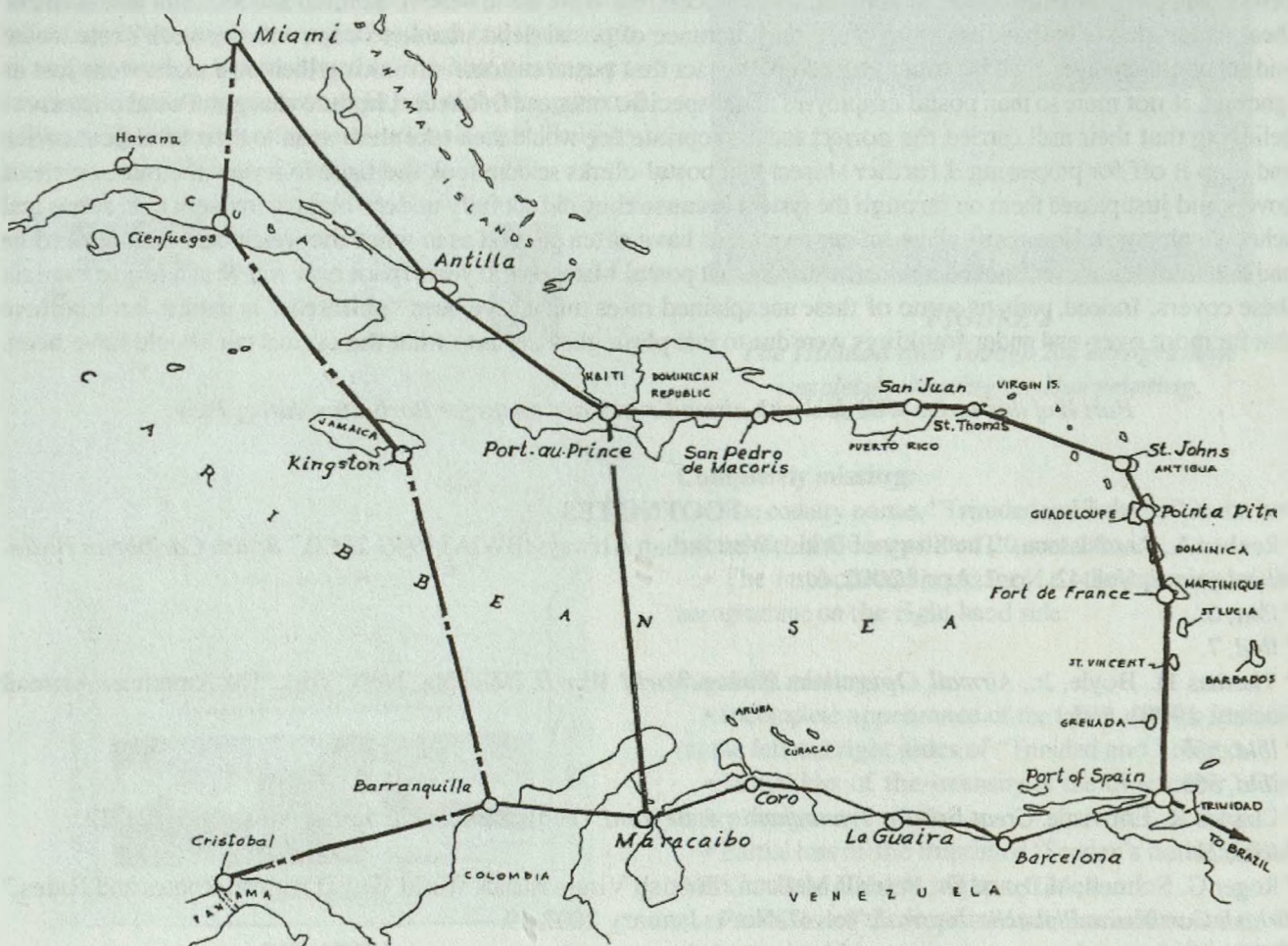


FIGURE 8
Pan American Airlines, Caribbean air routes, 1940s.

the Atlantic and the letter rates shown are per one-half ounces. In certain instances lower airmail rates also operated for carriage by sea to North America and thence by air.”⁷

Entwistle states that the wartime letter rate from the United Kingdom to Barbados was two-shilling 3d for one-half ounce of weight. Entwistle also states that the preferred routing for such mails to Barbados was via surface transport from the U.K. to New York and from New York to Barbados via air.⁸ Although this might have been the preferred routing during the first years of the war, I suspect that as the war progressed and airmail service from the U.K. to North America and the Caribbean stabilized, airmail from the U.K. went by all air to those destinations.

Finally, before getting into an analysis of rates and routes by year and destination, a few words must be said about the franking of airmail covers from Barbados during the period 1939-1945. In the Schnell/McCann article, they indicate that several of their covers were either “under franked” or “over franked” and thus did not fit into the rate table that they had developed. They go on to state: “This may be philatelic intent or ignorance on the part of postal employees as to the appropriate rate.”⁹ They then go on to explain that “Wartime rates for many countries are difficult and complicated. In most cases, the schedules could not be published because of wartime security. Postal employees were not always aware of rate and route changes that sometimes occurred quickly and without notice. Philatelic covers further complicate attempts to determine airmail rates.”¹⁰

Indeed, if one has worked with World War II airmail rates and routes, one has to agree with Schnell and McCann’s comments concerning the difficulties in explaining wartime airmail rates and the reasons for these anomalies. However, I would add another reason to the list of explanations as to why some of these covers do not seem to fit into the standard rate framework for the period. Simply put, it seems to me that in all probability, individuals and businesses would have franked some of their own mails with stamps that they had previously purchased from the post office before dropping the letter off at the post office for processing. If we are to believe Schnell and McCann that some of these under- and over-frankings were due to the ignorance of postal clerks unable to cope with the week’s rate, route and schedule changes, then we must also accept the fact that postal customers franking their own mails were just as ignorant, if not more so than postal employees about specific rates and frequent schedule changes. Postal customers believing that their mail carried the correct and appropriate fee would then take their mail to their local post office and drop it off for processing. I further suspect that postal clerks seldom took the time to review the rates on these covers and just passed them on through the system because they did not fully understand the frequent rate, route and schedule changes. How many of us on our own mails have often guessed as to what the weight and rates should be and either under or over franked a letter? I suspect that postal historians 50 years from now will be at a loss to explain these covers. Indeed, perhaps some of these unexplained rates might have been “philatelic” in nature, but I believe that far more over- and under-frankings were due to just plain guessing as to what the correct rate should have been.

Part II of this series will deal with airmail rates and routes for Barbados during 1939.

FOOTNOTES

¹ Reuben A. Ramkissoon, “The Story of British West Indian Airways (BWIA) 1940-2000,” *British Caribbean Philatelic Journal*, Vol. 42, No. 2, April 2002, 6.

² *Ibid*, 6.

³ *Ibid*, 7.

⁴ Thomas H. Boyle, Jr., *Airmail Operations During World War II*. (Mineola, New York: The American Airmail Society, 1998), 567.

⁵ *Ibid*, 565.

⁶ *Ibid*, 563.

⁷ Charles R. Entwistle. *Great Britain Transatlantic & Beyond*. (Perth, Scotland: Chavril Press, 1995), 21-22.

⁸ *Ibid*, 21.

⁹ Roger G. Schnell, M.D. and Dr. Peter P. McCann, “British Virgin Islands World War II Airmail Routes and Rates,” *British Caribbean Philatelic Journal*, Vol. 47, No. 1, January 2007, 19.

¹⁰ *Ibid*, 19.

Printing Varieties of the 1969 20¢ aerogramme of Trinidad & Tobago

By Dr. Reuben A. Ramkissoon, FRPSL
Past President

In addition to many printing color shades and paper varieties known for the Trinidad and Tobago 1969 pictorial 20¢ blue on light blue “Y”-format aerogramme, (*Figure 1*, once-folded), the “missing blue” printing variety is very rarely seen.

Until the present time, the only recorded aerogramme printing variety of this type is the spectacular example which is missing the entire blue printing (*Figure 2*). At least two such copies are known to exist.

Until the present time, no other such printing variety has been recorded for this aerogramme. Now an example has been found in the author’s collection, from non-philatelic family correspondence dating back to 31 years ago, in which there is a partial loss of the blue printing, extending over the approximate right half of the aerogramme (*Figure 3*). The reason for this variety is most likely re-

lated to under-inking, and/or the imposition of a fragment of paper, resulting in the following features:



FIGURE 2
The Trinidad and Tobago 20¢ aerogramme completely missing the blue printing.

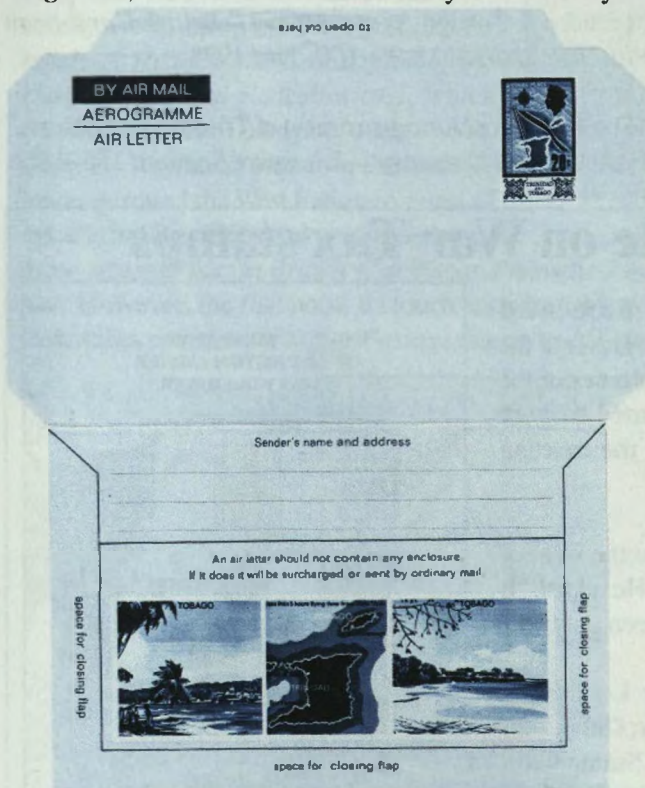


FIGURE 1
A once-folded “Y” aerogramme of the 1969 Trinidad and Tobago 20¢ issue.

Completely missing:

- The country name, “Trinidad and Tobago” in the bottom center of the imprinted 20-cent value.
- The instructional message; i.e., the opening of the aerogramme on the right hand side.

Partially missing:

- Incomplete appearance of the fancy design featured on the left and right sides of “Trinidad and Tobago.”
- Partial loss of the intensity of the blue color of the fancy design.
- Partial loss of the imprinted “Sender’s name and address” and the address imprinted lines.
- Partial loss of the imprinted two-line instructions, “An air letter should not contain any enclosure / If it does it will be surcharged or sent by ordinary mail.”

- Partial loss of the illustrations of the middle and third portions of the triptych.
- Partial loss of the imprinted borders and instructional message, "Space for closing flap" in the lower margins of the center panel.

The aerogramme was dispatched on July 13, 1978 bear-



FIGURE 3

The 1969 Trinidad and Tobago 20¢ aerogramme with partial loss of the blue printing, most readily appreciated by the complete absence of the country name.

ing a San Fernando, Trinidad machine cancellation with seven wavy lines. It was uprated to 25¢, representing the existing reduced air mail postage to the United States.

The large stock of the 1969 20¢ Queen Elizabeth II aerogramme allowed its use not only during the early transition into the Republic of Trinidad and Tobago period, as shown here, but also for an extended time of well nearly two decades. As postal rates increased during this period, the aerogramme was rated to 25¢ (1976), 40¢, 55¢, and a short-lived 70¢ (1988), reaching \$1.00 (also in 1988), when a new multicolor and larger aerogramme format was introduced. The present aerogrammes are rated at \$2 since 1999, and are similar in style and format to the 1998 \$1 issue.

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Ramkissoon, Dr. Reuben A. "Air Letters and Aerogrammes of Trinidad & Tobago 1943-2003," *Airpost Journal* 75:393-398 (October 2004); 75:437-446 (November, 2004); and 75: 485-491 (December 2004).

"Trinidad & Tobago Aerogrammes," *British Caribbean Philatelic Journal* 18:99-100, June 1978.

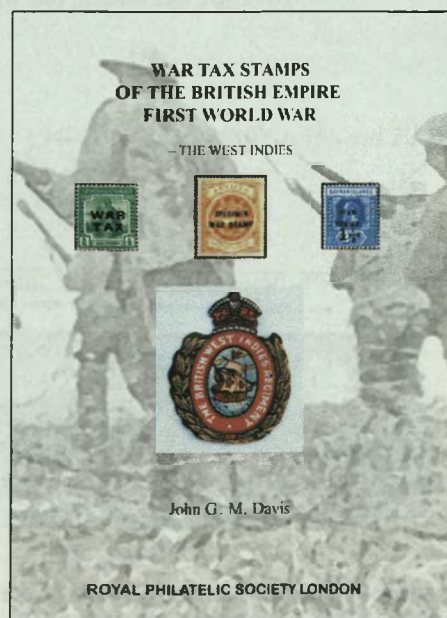
"The Air letters (Aerogrammes) of Trinidad & Tobago," 1990 Complex Directory—Literature Section, 155-186.

New book now available on War Tax stamps

During World War I, many countries within the British Empire issued stamps overprinted "War Tax." A new book by John G.M. Davis of the United Kingdom covers those stamps issued in the 17 colonies of the British West Indies. It is an extensive and detailed illustrated study of these stamps from their origins through to the repeal of the enacting legislation.

BCPSG member Charles Freeland said in the Foreword that the value of the book "lies in its scope, depth, and, inevitably, weight." He added, "It is difficult to think of any detail however trivial that has been omitted."

The book is available from The Royal Philatelic Society London, 41 Devonshire Place, London W1G 6JY United Kingdom for £80 including shipping. It is also available in the U.S. from Victoria Stamp Company, P.O. Box 745, Ridgewood, NJ 07451. Contact Phoebe MacGillivray for information on pricing and shipping details. She can be reached at (201) 652-7283 or by electronic mail at VictoriaStampCo@aol.com.



Postmarks of the British West Indies: Bahamas KGVI 1937-1951

By David Horry
Of China

Like a broken string of pearls, the Bahama Islands lie right on America's sunny Florida doorstep (Figure 1). Thus American collectors have always had a healthy interest in both Bahamas stamps and postmarks. Three early books on Bahamas were written by Americans, notably Gale J. Raymond's *Bahamas Post Offices* (1962) and Morris H. Ludington's *Bahamas Early Mail Services and Postal Markings* (1982).

They also combined in 1968 under Robson Lowe to bring out *The Bahama Islands A History and Catalogue of the Handstamps and Cancellations*, which was the basis for Ludington's later book. Gale H. Raymond used to swashbuckle his way round the West Indies in quest of ink during the 1960s and was a consummate reporter for the *British Caribbean Philatelic Journal*. However, the first book to touch upon the subject of Bahamian postmarks was *The Postage Stamps and History*

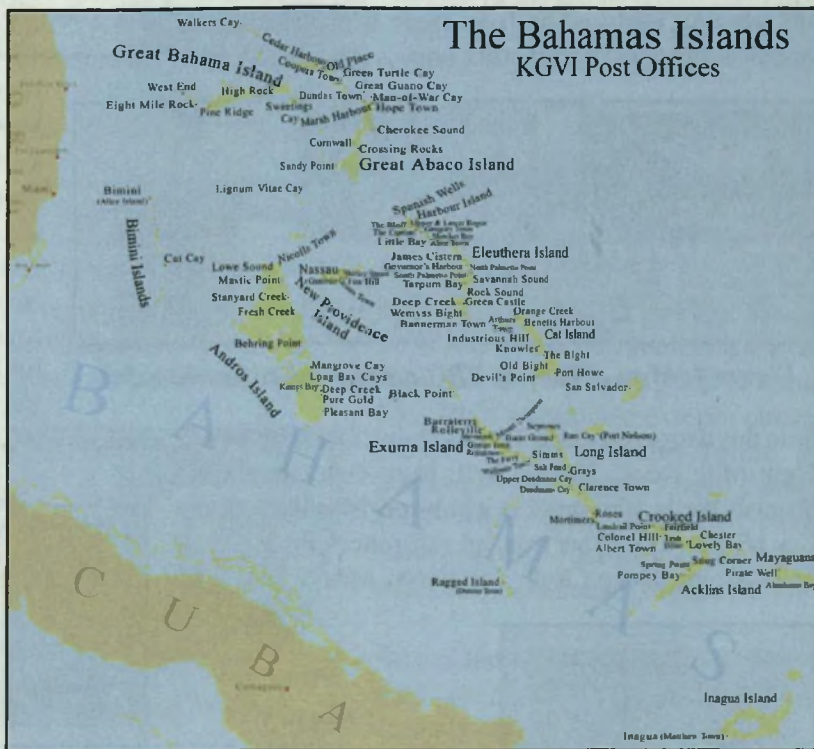


Figure 1: Map of The Bahama Islands of the Bahamas, by Englishman Harold G. D. Gisburn which was published by Stanley Gibbons, then of 391 Strand WC2. In 2006 Ted Proud published his *The Postal History of the Bahamas*. Having serious collectors both sides of the pond is always good for philately as double the research literature is available. That being said, there are still a few unrecorded items that have tipped up recently, so Bahamas is still alive and kicking.

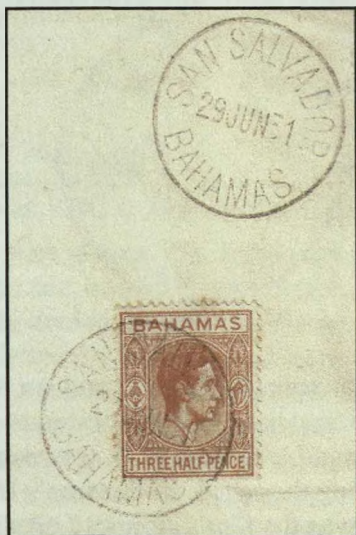


Figure 2
San Salvador mSC

Christopher Columbus's first American landfall was on the western shore of San Salvador (Guanahani or Watling's Island) way back when -- August 3, 1492 to be precise (Figure 2). The crew was, apparently, on the point of mutiny after a somewhat unpleasant and thirsty journey. Some studies by historians have disputed the San Salvador theory and have suggested that the landfall may have been at Samana Cay.



Figure 3: Pirate Well mSC and Pure Gold mSC

Later the Bahamas became an area where British brigands lay in wait for Spanish galleons loaded up with gold and heading eastward-ho from their exploits in South America. Many of the post office names romantically give



Figure 4: Man o'War Cay TRC and Cherokee Sound mSC

lie to this dangerous trade: Devil's Point, Deadman's Cay, Eight Mile Rock, Pirate's Well, Pure Gold, Rum Cay, Spanish Wells (the smallest inhabited island) and Rum Cay (Figure 3). Other nautical references are found at The Current, Deep Creek, The Ferry, Man o' War Cay,



Figure 5
Spanish Wells mSC1

Pompey Bay, True Blue and The Bight. I believe the remote Cherokee Sound on Great Abaco is named after a boat that was shipwrecked there over 100 years ago (Figure 4). Fresh water was an important requisite for everyone and such places as James Cistern, Pirate Well, Span-

Figure 6
Pompey Bay mSC



ish Wells and Spring Point which was previously known as Acklins Island (Figure 5).

In 1943, the population of The Bahamas was 70,000 -- 30,000 of which were in Nassau. Some of the out islands had tiny numbers; Behring Point, Benetts Harbour, Bullocks Harbour, Cat Cay, Cedar Harbour, Crossing Rocks,



Figure 7
Lower Deadman's
Cay TRC

Farmers Cay, Great Guana Bay, Industrious Hill, Moss Town, Mount Thompson, Port Howe, Rolle Town, Salt Pond, Savannah Sound, Seymours, Sweetings Cay, True Blue and Williams Town had populations of less than 200. Bannerman Town (where only 20 quid's worth of stamps were sold in 1947!), Burnt Ground, Landrail Point, Little Bay and Rum Cay, South Palmetto Point and Upper Bogue had less than 100. Pompey Bay, Roses and Simms had popu-

lations of 50 or less (Figure 6)! This gives one an idea of



Figure 8
The Marlin's Head TRP from
Cat Cay

the scarcity of some postmarks. These Bahamian postmarks are found mainly on the rather flat typogravure stamps that were used throughout the period. Postmarks look great on the recess printed Waterlow 4d, 6d and 8d



Figure 9
Alice Town LLTRC

pictorials (Figure 7) and on the somewhat flamboyant Canadian-printed tercentenary definitives that were issued in October 1948. It is worth remembering that during the period, the Bahama's Governor Windsor (David) was the King's disgraced brother.



Figure 10: Gambier, N.P., Old Bight & Pine Ridge on Grand Bahama.

Travelling round the Bahamas in search of ink would have been a time consuming yet idyllic pastime. I have played nine holes of golf (I am no golfer) on New Providence during a cruise to Nassau back in the 1990s. Nassau has

noted Gayle Raymond in the *West End Philatelist* back in 1952. Black, oil-based ink was meant for steel instruments only and often distorted the soft rubber. Many TRDs changed their form dramatically within a short period of time. A Temporary Rubber Box (TRB) was used at Sweeting's Cay from 1939 to 1942 and is very rare. There were two Temporary Rubber Pictorials (TRPs) used at Cat Cay: one a cat on a key which is rare and the other the scarce marlin's head, both used in the late 1930s (Figure 8). Who was Cat Cay's Creative Director?



Figure 11: Sweeting's Cay TRC1 & Sweetings Cay TRC2

always seemed to me like a faded English seaside town with the heat turned up. One would need a very long va-

lance to discover all the post offices. The Temporary Rubber Datestamps (TRDs) are invariably the scarcest items, and were used mainly during and after World War II. Most of these were made locally in Nassau and were used pending the arrival of the steel datestamps that came, often delayed en-passage from the United Kingdom. TRDs come in several "flavors" and a myriad of colors, with purple predominant. "Ink-colors in the Bahamas p.o.'s depend solely on which ink pad is closest (to hand),"

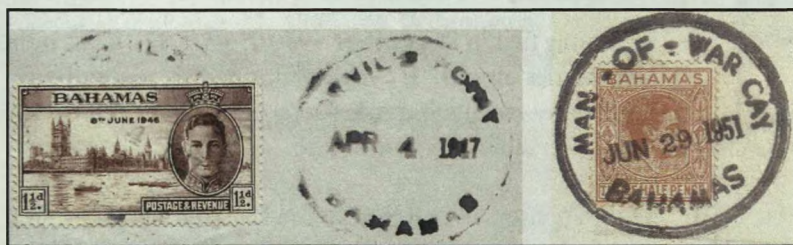


Figure 12: Devil's Point TRC & Man-Of-War Cay TRC2

The adverse affect of the use of oil-based black ink is particularly noticeable on the Devil's Point cancellation. There are only 14 Temporary Rubber Ovals. These are somewhat stumpy and not particularly attractive – notwithstanding most of 'em are rare birds. Cornwall, two from Industrious Hill (Cat Island) and Lower Bogue are particularly so (Figure 13).

J. E. Williamson's Photosphere near Rose Island was an underwater observatory which became the

Continued on page 18

Figure 13
Simms TRO



world's first Undersea Post Office. It had two similar "Sea Floor" TROs from 1939-1942; they are reasonably common (*Figure 14*). The underwater scenes for Paramount's "Bahama Passage" were filmed in Technicolor by E.H.

Ludington at Lower Deadman's Cay in December 1953 and for Moss Town, August 1951, after Hurricane Able, but I have not seen an image of either. Single line markings for Cat Cay is also noted by him in August 1942,

*Figure 14
Sea Floor TRO*



Griffith from the Photosphere. "J. E.," as he was known, finally brought the Photosphere back on to land in the late 1940s. Incidentally, it measured a mere six feet by 10 feet!

*Figure 18
Marsh Harbour
small Single circle*



Figure 15 Fresh Creek Commissioner's Office TRC

and a two line "Mayaguana, Bahamas" noted by Gavalek in May 1948 has never been visually recorded.

I mentioned earlier that new cancellations do turn up and the latest is from the Commissioner's Office, Fresh Creek, 1951, discovered by Michael Hamilton. The Commis-

Steel dies are the bread and butter of the Bahamas in the form of medium Single Circles. Every post office boasts at least one. The rarer items are from Deadman's Cay, Chester, Gambier, Lignum Vitae Cay, Parcels Post Nassau, Old Place (which closed in 1940) and Tarpum Bay [mSC(1)] which is last recorded (on a KGV stamp) February 8, 1938 (*Figure 16*). Green Castle isn't easy, either, as it only had a couple of years within the period,



Figure 16 Lignum Vitae Cay mSC & Tarpum Bay mSC1

isioner's Office cancellations are usually found in the QEII period so this is the earliest one recorded (*Figure 15*). Manuscript postmarks within the KGV era are noted by

*Figure 19
West End
New Birmingham*



appearing first in December 1950 (*Figure 17*). This item also carries an old "B" obliterator and is generally recorded as a receiving mark for out island mail at Nassau, but this is subject to conjecture.

*Figure 17
Green Castle
mSC + Oval B*



There are also 17 small Single Circles, with asterisk, found within the period. These were all first issued in the KGV era. The difficult ones here are Burnt Ground, Cooper's Town, Fox Hill, Marsh Harbour, and the most elusive -- Sweetings Cay (*Figure 18*). Two New Birminghams for Nassau and West End are both pretty scarce (*Figure 19*). Less difficult is the German Cotton Reel that was used at Nassau from 1939 (*Figure 20*).

Most Nassau postmarks are not difficult to find; however, a dumb box canceller is found throughout the war-

Continued on page 21

Updates to World War II censored covers markings

By Hap Pattiz
Of the USA

Chris Miller's compilation for World War II censors from Jamaica needs some updates. In reviewing the over 125 covers in my collection, I note the following:

1. Jamaica censor tape L12 is noted with unlisted numbers of 1260, 5446, 6106, 6129, 8801, 8809, 8814, 8832,

A, number 6383, and showing a datestamp on the tape of October 10, 1941. The routing on the cover indicates airmail over Sudan (?) (rather than via Lisbon), apparently attempting to avoid British censorship in Bermuda or Trinidad.

3. The cover in **Figure 2** shows censorship on a Jamaica origin letter with a United Kingdom Type A label, #1645, but with censor initials on the tape. The use of censor initials is unusual in all cases, and this is the only ex-



Figure 1a

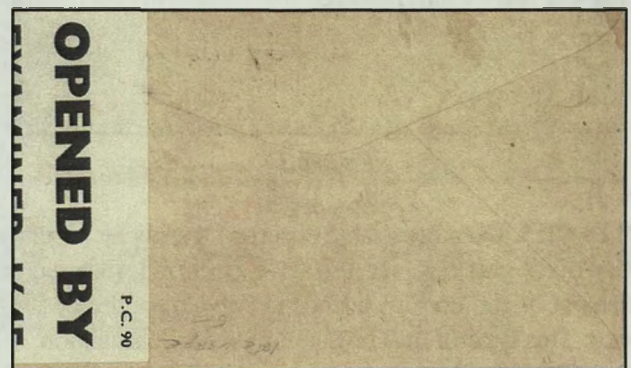


Figure 1b

8838, 8839, 8846, 8848, and 8849. Not all Jamaica cancels show year dates clearly, but all the above numbers fall within the usage dates of May 20, 1942 and July 13, 1945, noted by Miller.

2. The cover in **Figure 1** is unusual, showing routing from Berlin September 12, 1941, to Wilmington, Delaware, censored in transit in Jamaica with United Kingdom Type

ample I know of from Jamaica, other than the cover in #6 below.

4. The next two covers, **Figures 3 and 4**, show double Jamaica censorship with two different censor tapes on each. The first is a transit censorship on a cover from Columbia to New York City which was first censored with Tape L9, #D8807, and then reexamined by another



Figure 2a

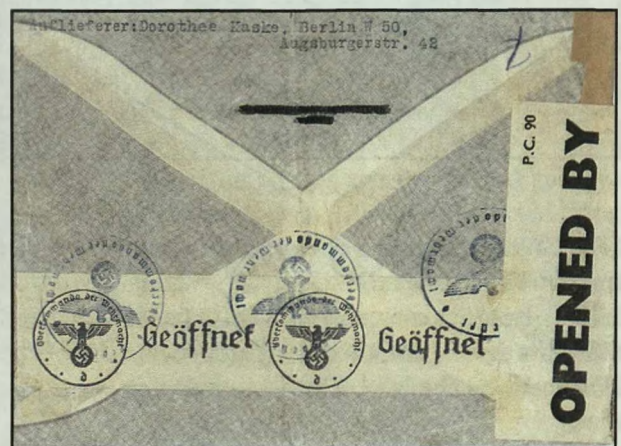


Figure 2b

ensor who used United Kingdom Type A, #1655. There is a May 15, 1942 datestamp over both tapes.

The second cover is from Kingston, Jamaica to Kansas City, Missouri in May 1943 (the date is not entirely clear). It was first censored by United Kingdom Type D, #4817, and subsequently reexamined by a censor using Tape L10b,

167” was used extensively in Trinidad and was also seen used often as a replacement type in Bermuda. However, only one other of this type used in Jamaica¹ had been seen -- until now (Figure 6). The censor tape with #6084, a number known to have been used by a censor in Jamaica, is also datestamped August 8, 1942, in the handstamp type known in Jamaica.² In addition, the type is



Figure 3a

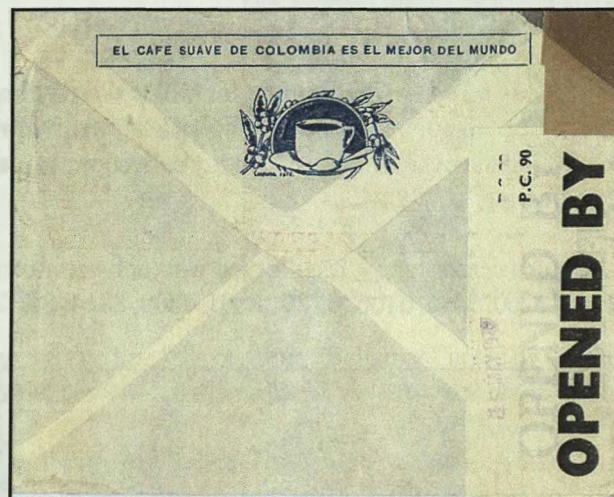


Figure 3b

#I.D. 8815. Dual censorship occurred mostly for supervisory oversight; but may also have occurred where some element of the correspondence needed more detailed review. This type of dual censorship is very uncommon.

initialed in blue crayon on the back, and also endorsed with what appears to be “I D” (the code for Jamaica) in blue crayon.

As noted in item two above, initialed censor tapes are



Figure 4a

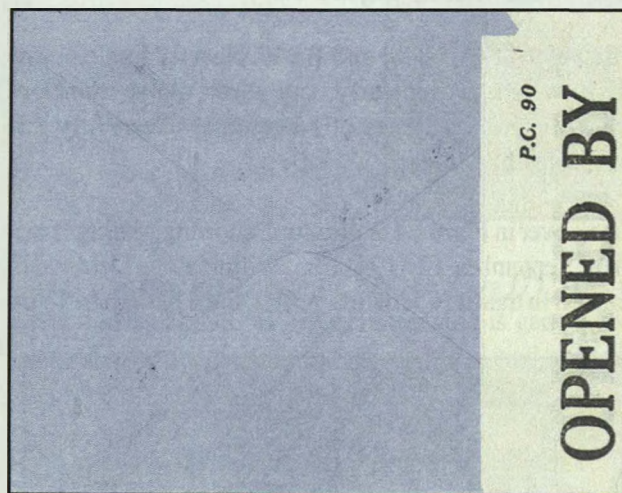


Figure 4b

5. The cover in Figure 5 shows transit censorship on an item from Venezuela to New York City, datestamped April 29, 1943. It shows censor Tape L8, with handstamp added #6386, but with a manuscript “I” added in front of the “D” printed on the label. This is a new number for this variety.

rare, especially for Jamaica. No other cover is known from Jamaica with a manuscript “I D.”

ENDNOTE

¹ See Peter Flynn, *Intercepted in Bermuda - The Censorship of Transatlantic Mail During the Second World War.* (Chicago: Collectors Club of Chicago, 2006), 69. “While

Continued on page 21

6. The censor tape Type P.C. 90 with subscript “Form



Figure 5a



Figure 5b



Figure 6a



Figure 6b

the (Form 167 tape) was used ... in Trinidad, and ... at other Caribbean locations, it has not been recorded for Jamaica.” See also Chris Miller’s article in *CCSG Bulletin 30*, page 30, which shows a Form 167 censored cover, #3710, from Myrtle Bank, Jamaica, November 23, 1944, to Berwick-on-Tweed, England, via New York.

² Wike, R.G., *British Empire Civil Censorship Devices World War II Trinidad and Tobago*. (Abernethy, Perth, Scotland: Chavril Press, 1993), 46.

Horry’s BWI postmarks

Continued from page 18

time period and was a security cancel used by Canadian troops stationed in Nassau. This and several other ship postmarks are somewhat hard to find. Finally there is a scattering of slogan postmarks the best of which are the Bahamas Fair strikes found in the early 1940s (Figure 21).



Figure 21: “Come to Nassau Bahamas” slogan postmark



Figure 20: Nassau German Cotton Reel

These were all manufactured in the USA.

Bahamas lots do turn up quite regularly at auction and are usually keenly bid. Prices for entire envelopes with good KGVI TRDs can fetch up to a couple hundred Pounds these days! A collection of Bahamas postmarks can be evocative, beautiful and historically romantic – a veritable Bahamian Rhapsody.

Continuing our series on early St. Vincent

August 1916 War Stamp issue

“War Stamp” in black on 1d red (various shades)

By Roy Bond
Of the United Kingdom

The Postal Authority of St. Vincent soon realized that there was no way the local Government Printer in Kingstown would be able to handle the overprinting of the quantities of war stamps that were going to be required. So by May 17, 1916, they telegraphed an order to the Crown Agents (this is the first time that this communication media was used for this purpose) for 50,000 1d red war stamps. This method in ordering was used extensively hereafter because it saved at least three weeks in the order process.

So on May 18, 1916, the Crown Agents forwarded the telegram to De La Rue. The company responded on May 22 with a quotation of £11.10s.0d, including £3.3s.0. for the temporary overprint plate. Delivery was quoted as

August 1916 War Stamp Issue

Designed by:	Thomas De La Rue
Resess Printed by:	Thomas De La Rue
Overprinted by:	Thomas De La Rue
Date of Issue:	August 1916
Watermark:	Multiple Crown CA
Perforation:	14

five weeks. The Crown Agents went back to De La Rue on May 26 confirming that the overprint was to be affixed in black ink, which was duly noted by De La Rue on May 29. On June 16, the Crown Agents wrote to the company asking when the stamps would be ready. The response was, “We will do our best to have the stamp with your inspector by Thursday next.”

The Crown Agents wrote to De La Rue on July 29, 1916, enclosing a telegram from St. Vincent ordering a further 50,000 1d red war stamps, which was duly acknowledged

the following day. There was another order for 50,000 of these stamps placed on December 9, 1916, also acknowledged by return of post. On March 2, 1917 yet another order for 50,000 of these stamps was placed upon De La Rue by telegram and duly accepted by return of post. An order was placed for 100,000 copies of the stamps on



April 28, 1917, which were delivered to the Crown Agents inspector in London within seven days. And finally, the last order for the stamps was placed with De La Rue on January 28, 1918, and was for 100,000 copies.

Thus there was a total of six printings of these stamps carried out by De La Rue over a period of 20 months or so. Stanley Gibbons lists four distinct shades as SG numbers in their catalogues, but with such large orders there were probably multiple ink mixes for each order, thus the shades cannot be identified with particular printings.



BG Bits and Pieces

With Dr. P.J. Ramphal
Of Canada



BG's Cinderella, featuring a vagabond captain & a vigilant PMG

In 1936, the Mediterranean was the hotbed of European espionage activity. The British Admiralty engaged the services of Captain Dod Osborne, the Master of the *Girl Pat*, a Grimbsy trawler, as one of their agents. But in addition to spying, he indulged in gun-running and other illegal activities, and was eventually

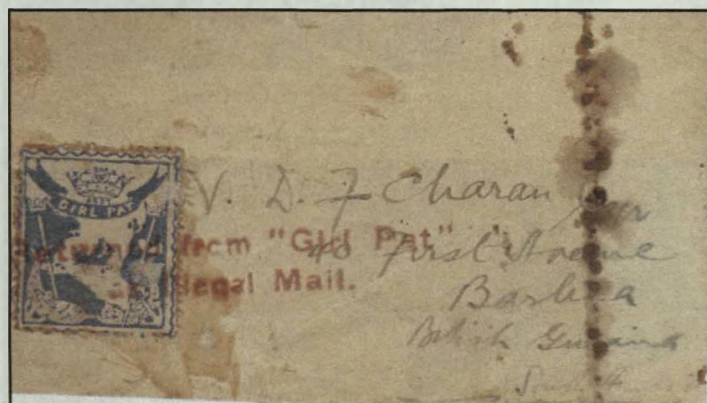


FIGURE 1: Self-addressed cover to Bartica.

apprehended by the Spanish authorities. While they pondered his fate, he and his crew were allowed to remain on board, but the vessel was stripped of all navigation equipment. Fearing swift and severe Spanish justice, under cover of a developing storm, he cut his mooring lines, drifted unseen out of port, and headed for the Cape Verde Islands. But the ferocity of the storm blew him much farther into the South Atlantic than he realized and he nearly perished before being spotted off the coast of Surinam.

British Guiana dispatched one of their river steamers to intercept and escort the *Girl Pat* into Georgetown. His escapade had aroused much international attention in the several weeks when he was lost, and his reappearance created an embarrassment for the British Government. While they considered their best diplomatic options, the entire crew was held in loose house arrest, awaiting the arrival of an Admiralty appointed captain to sail them and the *Girl Pat* home. While in this idle limbo, one enterprising crew

member designed and had printed 30,000 *Girl Pat* stamps which were offered to the public for 6d. each. They were crudely done, depicting the *Girl Pat* in blue in the center of the stamp, with land masses of Europe and Africa on the right, the Americas on the left. A blue crown and ribbon with *Girl Pat* on it occupied the top third of the stamp, which was roughly perforated. A newspaper advertisement had declared that they had been prepared solely for the benefit of collectors who were advised to affix the stamps on the left bottom corner of self-addressed envelopes and to then entrust them to the *Girl Pat*'s captain who would affix Great Britain stamps and mail the covers back from Plymouth.

A philatelist in a letter to the editor alerted the PMG of the scheme and he immediately declared that mode of transportation of mail to be illegal. Within a week it was announced that anyone who had handed in a letter, could redeem it and 6d. from the new captain of the *Girl Pat*. Figure 1 is one such cover. Figure 2, addressed to a London recipient, was redeemed then mailed in Georgetown, received a Slogan EMC, but did not escape the vigilance of Postmaster General Reilly.



FIGURE 2: Cover addressed to London, franked with 4c KGV definitive, dated 16 JAN 1937. There is a Georgetown double ring cancel of the same date, with an additional *Girl Pat* cinderella cancelled in red by "Returned from 'Girl Pat' as Illegal Mail" and in manuscript, "Contravenes Postal Regulations" and handstamped in violet, J. Reilly, Postmaster General.

Photographs from the 2009 Annual General Meeting British Caribbean Philatelic Study Group



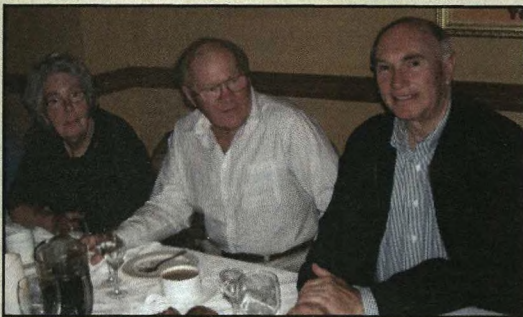
Charles Freeland



John Seidl



*Mary Gleadall,
Maurice & Suzanne Wozniak*



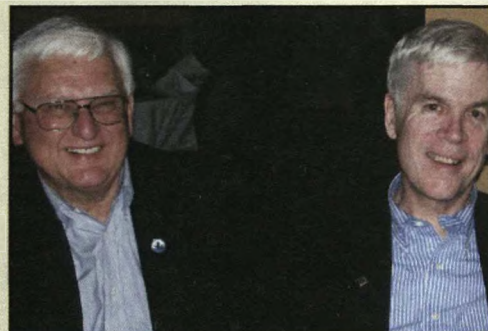
Jean & Ray Paley, George Gleadall



*Duane Larson, Mary Gleadall, Mike Nethersole,
Mike Mead*



Bernice & Howie Austin, Mike Nethersole



*Steve
Schumann
(left) and
Dr. Peter P.
McCann*



Willard Allman, Phoebe MacGillivray, Keith Moh



Dan & Pat Walker

Photographs by Ed Waterous

2009 Annual General Meeting British Caribbean Philatelic Study Group May 25, 2009, NOJEX 2009

Members in attendance: H. Austin, C. Freeland, M. Gleadall, R. Gonzalez, D. Larson, P. McCann, M. Nethersole, R. Paley, J. Seidl, B. Stewart, E. Waterous, D. Wilson, M. Wozniak, R. Wynstra.

Apologies for absence: J. Harwood, P. Larsen, R. Ramkissoon

Members on duty at NOJEX: W. Allman, M. Mead, K. Moh, P. MacGillivray, S. Schumann, W. D. Walker.

The meeting was called to order by President Ed Waterous at 1:10 p.m. The minutes of the 2008 Westpex AGM were taken as published in the July – September 2008 BCP *Journal* (proposed John Seidl, seconded Bob Stewart, carried unanimously).

The President called on Charles Freeland for an update on the London 2010 Festival of Stamps to be held in Islington, N. E. London from May 9 through 16. Charles suggested a “meet and greet” and viewing of auction lots on Friday, May 8 at The Crypt, Islington. The BCPSG will combine for a joint meeting with the BWISC on Sunday, May 10 at Spink’s in Bloomsbury, where displays and the AGM will take place. About a hundred members are expected to attend this combined meeting and auction. He also mentioned that Philatex would run the week before, May 6 and 7, and other philatelic exhibits would occur at the British Library and National Archives. Members are encouraged to send auction lots to Howie Austin, auction manager, by October. These should be of specialist interest, varieties, etc. He suggested members check the website for hotel accommodation.

Vice President Duane Larson reported that steps were being taken to update our website. Past volumes of the *Journal*, as well as auction material, are now available online. Planning is underway for a password system so that current journals would be available to members providing an alternative to mailing the *Journal*. To promote and encourage new members, a gallery of past displays would be added and the study group leaders would be contacted for assistance. Ed Barrow, webmaster, will be updating email addresses. Suggestions and ideas were invited to help this project get underway.

The Treasurer’s Report for 2008 as published in the April-June 2009 BCP *Journal* was presented by John Seidl. 2008 showed a net gain of \$891. The *Journal* publishing cost increased 15%. Bill Gompel has not yet done an audit/review of our financial records. Our assets exceed \$52,000 invested in low risk (and low interest at this time) CDs and cash. The only liability is the life and prepaid membership. Overall, the financial state is sound. Charles Freeland wanted the records to reflect appreciation for the excellent stewardship of Treasurer John Seidl, carried unanimously.

Secretary Mary Gleadall reported that the new officers elected by the Board of Trustees late last year started their two year term in January 2009. Later this year, three new Trustees must be elected for six year terms replacing Steve Jarvis, Giorgio Migliavacca and Stephen Schumann.

International Director David Druett had nothing to report but did suggest St. Lucia be considered the venue for the next Caribbean meeting.

Membership Chairman Bob Stewart stated the membership stands at 322 with 75 life members. Twenty members, mostly in U.S.A. and U.K., have not yet renewed their membership although he has contacted them six times since January 2009. It was suggested he send a list of delinquents to the officers for personal follow-up.

Librarian David Wilson stated there were only four loans, one monograph sale but no other sales during the past year. The library holdings are listed on the web site to encourage use by members. President Ed Waterous announced David wished to resign as librarian in the next six months and that the librarian position needed to be filled. It is not an onerous job but suitable storage space would be needed.

Awards Chairman Paul Larsen’s report was read by President Ed Waterous. There is a need to replenish the medal supply this year and an order will be placed with our supplier in Germany. Rob Wynstra will assume responsibility this year to assist the Awards Committee.

Publications Chairman Ben Ramkissoon, battling illness,

Continued on page 26

sent greetings to the AGM. He had nothing to report other than the 362 page book on Trinidad is to be published by Sheridan of Maryland. Charles Freeland stated that the estimated cost of publication US\$ 12,000 for 300 copies (many color illustrations) is to be shared equally by us and BWISC, likewise sharing the proceeds. He suggested inviting subscriptions and numbered copies with the subscribers listed prominently.

Future AGM dates were announced:

- 2010 – London in May
Suggested
- 2011 – Sarasota/St. Louis in February
- 2012 – St. Louis (February) / San Jose (November)
- 2013 – St. Lucia / Bahamas
- 2014 - St. Louis / San Jose / Vapex (Virginia) /
Chicago (November) / Boxborough (May)
- 2015 - ??
- 2016 – New York International

Any Other Business:

Recruitment of new members was discussed. Peter McCann stated the excellent opportunity to be provided at the 2010 London Stamp Show and recruitment must be given a big effort. Ed Waterous said a table would be manned with Duane Larson in charge. Duane Larson suggested a brochure be printed for dealers to hand out at future shows world wide. Mike Nethersole had started mini regional meetings and needed to contact members in those areas. These meetings should be published in show magazines and philatelic journals. Peter McCann stated there were 32 national shows in the U.S.A. each year. Bob Stewart would send the brochures to other societies to go in their journals.

Maurice Wozniak, a former journalist, said that brochures were not the best idea but even a one-percent result would be good. He suggested personal connections and upgrading the website with specific search engine capability. Peter McCann said the APS website accounted for 40% of its new members. Charles Freeland suggested the potential of attracting eBay sellers to the membership.

There is still a need for an Advertising Manager, a position open for the past two years. It is estimated it would require about 80 hours per year. Charles Freeland mentioned that in the BWISC this task was done by the editor. Ed Waterous opened discussion on the merit of a sub-editor who would have to know the membership to round up articles.

Awards were presented as follows:

The Cooley Award for Lifetime Service to the BCPSG went to Ed Waterous, much deserved for his many years

of dedicated service.

The Addiss Award for Lifetime Achievement in Philatelic Writing was presented to Tom Giraldi for his Cayman book and his numerous articles published in the journal.

The Durnin Award for the best article in the BCP *Journal* during the previous year was presented to Roy Bond for his series on St. Vincent. Charles Freeland went on to say that the Award Committee was not impressed with the standard of articles eligible for this award. They should reflect serious research. Stan Durnin's purpose in donating this award was to encourage serious philatelic study and writing.

The Stern Award for a first-time exhibitor at a National Show went to David Cordon for his Bermuda Boer War Exhibit.

The Cameron Trophy for the best eligible exhibit at the NOJEX show was won by Mike Nethersole for his St. Vincent.

Charles Freeland suggested that award winners, past and present, should be asked to produce articles for the *Journal*.

Finally Ed Waterous read a letter from Bob Topaz, who is now in assisted living and has no further need for the *Journal*. The members recalled he was one of the founding members, holding the positions of president, editor, dealer and auction manager and they wished him well in his sunset years.

Meeting adjourned at 3:10 p.m. (proposed Bob Stewart, seconded John Seidl, carried unanimously) followed by presentations by John Seidl, Bob Stewart and Mary Gleadall.

*Respectfully submitted,
Mary Gleadall, Secretary*

Nuggets from the past ...

Jay Fredrick said in his President's Message, "When you are reading this, Stamp World London 90 will have faded into history. However, the glow of the memories of our pleasant experiences will live on forever!"

-- BCPSG Journal
June 1990

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.

NOJEX, May 22-24
Secaucus, New Jersey

Our AGM brought a total of 11 member exhibits, six multiframe and five single frame. Nine were Caribbean area subjects. Group entries were 21% of multiframe and 45% of single frame; a modest showing on our part. Congratulations to all who made the effort to "show the flag" and provide show viewers with some Caribbean philatelic treats. Detailed results follow:

Robert Wynstra
Leeward Islands Village Mail 1734-1932
Best British Caribbean Sectional Award.
Gold, BC Gold

Michael Nethersole
St. Vincent 1795-1936

Cameron Trophy, Gold, BC Gold
Peter McCann

Montserrat: Postal history of a Caribbean Island 1759-1946

Court of Honor
Edward Waterous

Bahamas Postal Stationery through the Reign of King George VI

Vermeil, BC Vermeil, UPSS Marcus White Medal
David Cordon

Bermuda Pre-Decimal Definitive Issues
Vermeil, BC Vermeil

Paul Larsen
Barbados Seal Issues 1892-1935
Gold, BC Gold

Raymond Murphy
Jamaica in World War II (SF)

Vermeil, BC Vermeil
Richard Maisel

Common Features of the British Multi-Colony Imperium Issue (1890-1933) [SF]

Vermeil, BC Vermeil, AAPE Gold Award of Honor
Colonial Emblems on British West Indian Stamps (1853-1970) [SF]
Silver, BC Silver

George Bowman
Victoria Barred Oval Cancels (SF)
Gold

Regis Hoffman
Polish Refugees in Africa, World War II (SF)
Silver

ROPEX 2009, May 15-17
Rochester, New York

Regis Hoffman
Letters to the Stars
Vermeil

Rocky Mountain Stamp Show 2009, May 15-17
Denver, Colorado

David Herendeen
Bosnia-Herzegovina: The 1904 Postage Due Issue (SF)
Gold
Paul Larsen
French Sudan & Niger
Gold
Ubangi-Shari-Chad 1900-1938
Gold, APS 1900-1940 Medal

NAPEX 2009, June 5-7
McLean, Virginia

Harris Leonard
Trinidad and Tobago Registered Postal Stationery
Silver
George Bowman
The Fresno-San Francisco Bicycle Post of 1894 (SF)
Gold
The New Zealand Half-Penny Mount Cook Issues, 1900-1908 (SF)
Vermeil
Danforth Walker
Barwani: A Princely State
Gold

Minnesota Stamp Expo 2009, July 17-19
Crystal, Minnesota

Paul Larsen
Barbados Seal Issues 1892-1935
Gold, BCPSG Medal
French Sudan and Niger
Gold
Stephen Schumann
New Zealand Postal Stationery 1876-1940
Gold, APS 1900-1940 Medal

President's Message

By Ed Waterous

We are very fortunate to have a hobby considered by many to be a rock upon which we can rely in troubling times. Simply looking around at the stamp collecting population demonstrates that philately helps to lengthen average life expectancy. Although not generally touted as a benefit of our wonderful hobby, a longer life is likely due to the ability to escape from the troubles of the world around us and, as we age, to challenge and utilize our minds, keeping us active. Please keep this in mind when you decide the time has arrived to part with your collection. If your decision is to sell, retain some part of your collection to allow yourself to be mentally stimulated and challenged.

Is it time to part with your collection? This can be very challenging for those who have spent years developing their areas of interest. I believe it is best for you to make the arrangements for the dispersal of your collection. Ensure that your family members and, if necessary, your executor know the who, what and where details you decide on. Take the time to leave written instructions and to introduce your family to the person who is to handle the sale. DO NOT take it for granted that your collection will sell itself. Our dealer members and advertisers are points of contact when considering the sale of your collection. The APS, of which we are an affiliate, offers an estate advisory service. Please prepare for the eventuality that your collection must be passed on for we are only temporary guardians of our prized possessions.

The LONDON 2010 Festival of Stamps and our joint meeting with the BWISC in London is nearing. Plans are being finalized for meetings on May 8 and 10, with an informal dinner planned for Saturday, May 9. The LONDON 2010 show opens on Saturday, May 9, 2010 so we'll have no BCPSG-BWISC activities planned for the day-time hours. It is not too early to make your travel arrangements for what we hope will be a wonderful event. Our friends from the BWISC have arranged for the Friday, May 8 activities to be held at a location in the City of London. The BCPSG Annual Meeting is tentatively planned for Friday as is the Joint BCPSG-BWISC auction sale. Sunday activities will be held in Bloomsbury. I look forward to seeing a large turnout and will be happy to see you there. Expanded details coming in January.

Auction Manager Howie Austin can still receive lots for the 2010 Joint Auction sale. We're still seeking better lots averaging about \$80.00 each. In addition, the material should appeal to specialists. See Howie's contact info

on page 2. U.K. members, please send lots directly to the BWISC Auction Team.

As of this writing not a single member has responded to the call for an Advertising Manager. It is not an encouraging sign that none of our more than 300 members is willing to perform this service for the group. Is it fear of offending the advertisers or fear that the work will require too much of your time? Frankly I'm puzzled that our appeals for a volunteer have gone unheeded. Without advertisers to defray our costs, the next best source we can turn to for additional revenues is to increase membership dues or in lieu of a dues increase, we can request donations from our membership to defray our expenses. Your officers and executive committee have worked to keep the dues increases reasonable but we're fighting a losing battle as costs for printing and mailing continue to rise.

Election of Trustees occurs every two years and our Trustees serve a six-year term. This is an election year for Trustees. If you have interest in serving the group as a Trustee, please contact any of the officers for further information. This year's ballot is enclosed and I ask each member to vote.

Finally, another reminder that your editor needs articles in order to publish the *Journal*. We would also like to publish your research not just in the BCPI, but also in the form of monographs or books. Please contact any of your officers or the Publications Committee to discuss the details.

Nuggets from the past ...

Topics written about in the December 1993 issue of the *Journal* included Robert Swarbrick's Christmas story; Michel Forand discussed the "I.C." code used by censors in Bermuda during World War II; M.H. Ludington wrote about Turks & Caicos essays and proofs; and Ian Matheson gave an update on British Honduras' town cancels.

-- BCPSG Journal
December 1993



Membership Director's Report — By Bob Stewart

New Members

If you have any friends you think might be interested in joining our group, please send me their names and addresses and I will send them a complimentary copy of the Journal.

New Applicants

Dr. Luca Lavagnino, Casella Postale 67, A2046 Peveragno, ITALY. Email: luca.lavagnino@alice.it. Philatelic interests: Jamaica pre-adhesive, maritime, and philatelic literature. Sponsored by Dr. Reuben Ramkissoon.

Address Changes

Leonard Frank, 200 Bristol Glen Dr., Apt. B-359, Newton, NJ 07860 USA
Jeffrey Weiss, P.O. Box 119, Etna, NH 03750 USA

New email addresses

No changes

Resignations

None

Non-Payment of Dues

Peter Calvert, USA
Wilfred Greenway, USA
Jean Kasper, USA
Hugh McMackin, USA
Richard Conn, USA
Graham Hoey, U.K.
Albihn Swen Ingvar, Sweden
Lynn Cohen, USA
David Fiskum, USA
John Perry, USA
Helmut Stocker, Canada

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

Deadlines

Deadlines

Deadlines

We've all got them, and this journal is no different! Deadlines for receiving material for publication (and that means in the editor's hands, not mailed) and the anticipated mailing date for each of the quarterly issues of this publication are now found at the bottom of page 3.

Please take note of these dates!

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