

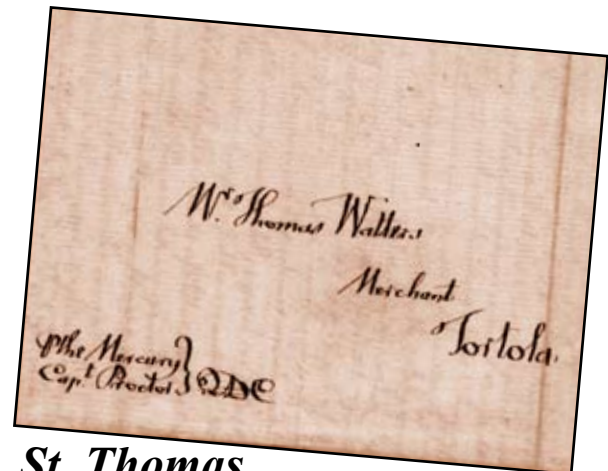
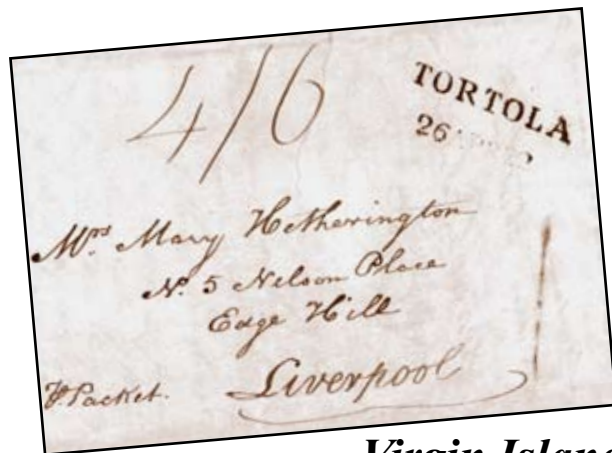
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Virgin Islands vs. St. Thomas Postal Supremacy in the West Indies





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British Guiana/Guyana Post Office Postal Stationery Wrapper Analysis

By Dr. John K. Courtis, FRPSL

The quantity of extant used post office postal stationery newspaper wrappers of British Guiana appears to be anomalous to the size of the-then literate population. In 1891, the first year when comprehensive population statistics were compiled, the population was recorded as 270,865, of which less than one percent was European. Twenty years on, in 1911, the overall population had grown by only seven percent. In 1931 the census report showed 302,585 (Roberts, 2004). However, the real reason why so many of the first two post office postal stationery wrapper issues are extant is because these two wrappers were in use for 50 years, the longest running of first issues worldwide.

Post Office Issues

The first issue of post office postal stationery wrappers of British Guiana occurred on February 1, 1884 depicting the Arms of the Colony, namely a three-masted sailing ship. These 1¢ green (E1 using the H&G “E” catalogue numbers) and 2¢ carmine (E2) indicia were printed by De La Rue in the size 115x305mm on buff and yellow-buff papers. Kosniowski (2015) adds that wrappers of the 1884 issue were sold in packets of 10. The 1¢ wrappers were sold for 12¢ per packet and the 2¢ wrappers were sold for 24¢ per packet. Two months later, on May 1, 1884, the price was reduced, perhaps to encourage the use of prepaid wrappers. The 1¢ wrappers were sold for

Illustration 1: Indicia of British Guiana/Guyana Postal Stationery Wrappers



E1: 1884 (290)



E2: 1884 (100)



E3: 1905 (2)



Specimen perfined



E4: 1934 (7)



E5: 1934 (4)



E6: 1938 (48)



E7: 1938 (9)



E8: 1956 (7)



E9: 1956 (23)



E1: 1968 (2)



E2: 1971 (0)

11¢ a packet and the 2¢ wrappers were sold for 21¢ per packet. From October 1, 1890 the wrappers were available for sale individually at face value. In 1905 the 2¢ carmine was replaced with a 2¢ violet (E3) on yellow buff, the design being identical.

In 1934 the design of the indicia was changed with the head of King George V within an oval together with a view: the 1¢ green (E4) showed a scene of the plowing of a rice field while the 2¢ brown (E5) showed an Indian shooting fish with a bow and arrow. These wrappers were changed four years later with the head of King George VI. The 1¢ green (E6) was the same rice field scene while the 2¢ was changed in color to black with a different indicium -- Kaieteur Falls -- and other subtle design changes including the sharp edged value boxes, the removal of side loops either side of the oval and a different unfurled scroll inscribed "BRITISH GUIANA."

The last issues of British Guiana occurred on January 25, 1956 and depict Queen Elizabeth II facing left in a new design. There were two values: 1¢ black (E8) and 2¢ green (E9) on deep buff. These were De La Rue key-plate indicia issues that were adopted also by Bermuda, Grenada and Jamaica. In turn these indicia were based on the adoption of De La Rue key-plate King George V issues of 1912 and 1913 of Bermuda, Grenada and Jamaica.

On May 26, 1966, British Guiana became Guyana and two further issues followed. The issue dates are uncertain but the 2¢ light green tropical fish (E1) is attributed to 1968, while three years later this was replaced by a larger 2¢ light green indicia depicting the Allamanda flower (E2). Each of these British Guiana and Guyana indicia are shown in Illustration 1 with the kind permission of Kosniowski (2015).

Extant Quantities

The author's database of images of used post office postal stationery wrappers has been hand-collected daily since September 2003 and has reached 35,000 worldwide examples. All but a handful have been collected from daily listings on eBay. Of this total, there are 490 examples of used post office wrappers of British Guiana and the distribution of these is summarized in Table 1. By far the largest number of extant examples is of E1, which is understandable because of the half century life of this issue.

The first two issues account for 390 or 80 percent of the total extant wrappers in the database. On the other hand, there are five wrapper types with less than 10 examples each listed on eBay over the past 11 years. The 2¢ violet

sailing ship issued in 1905 (E3) has appeared only twice, and an example is shown later in Figure 2. Perhaps postal stationery specialists could explain whether this violet color was merely a temporary issue to fulfill a colonial order for the 2¢ value.

The King George V issues of 1934 lasted only four years until they were replaced by the 1938 issues of King George VI which lasted 19 years until the Queen Elizabeth II issues. Only seven copies of E4 and four copies of E5 have been recorded, whereas 48 copies of the corresponding E6 issue have appeared. Only nine copies of the newly designed Kaieteur Falls appear in the database. With regard to the Queen Elizabeth II issues, only seven copies of the 1¢ black have appeared while there have been 23 copies of the 2¢ green.

Only two examples of E1 have been listed on eBay in the past 11 years, and no copies of E2. Of course, eBay is not the only Internet site and copies of these issues may have appeared elsewhere, including auctions conducted by the traditional philatelic houses as well as dealers to known clients.

Table 1: Demographics of PO Wrappers of British Guiana/Guyana
Listed for Sale on eBay: 2003-2014

H&G #	Description of Indicium	Number	local	Non-local	Up-rated
1	1884 1c green sailing ship	290	14	276	34
2	1884 2c carmine sailing ship	100	2	98	11
3	1905 2c violet sailing ship	2	0	2	0
4	1934 1c green KGV rice field	7	0	7	0
5	1934 2c brown KGV shooting fish	4	0	4	0
6	1938 1c green KGV rice field	48	2	46	9
7	1938 2c black KGV Kaieteur Falls	9	0	9	1
8	1956 1c black QEII	7	1	6	5
9	1956 2c green QEII	23	1	22	9
		490	20	470	69
	GUYANA				
1	1968? 2c light green tropical fish	2	0	2	2
2	1971? 2c lgt green Allemanda flower	0	0	0	0
		2	0	2	2

The demographics show that 20 (four percent) of the wrappers were addressed to locations within British Guiana while 470 (96 percent) were addressed to 41 countries outside British Guiana. This is understandable because British Guiana was an exporter of sugar dominated by the London-based Booker Group of companies (Booker Brothers, McConnell & Co., Ltd.). This range of foreign destinations is dominated by U.S.A. (121 wrappers) with the next closest country destination being Germany (98). Other countries in descending order are U.K. (79), Holland (22), Trinidad and Barbados (20 each), Curacao and Canada (13 each), Surinam (11), France (seven), Nova Scotia, Belgium, Canal Zone (usually written as "Isthmus of Panama") and Denmark (four each), Java, Cuba, Puerto Rico, Sweden, Macau and Switzerland (three each), Finland, Malta, Austria, Hawaii, Australia, South Africa, Norway and Bohemia

Continued on page 6

(two each), and a host of countries with one only: India, Spain, Fiume, Turkey, Hungary, New Zealand, Argentina, Bahamas, Jamaica, Colombia, Brazil, St. Martin and Tunisia. Postal history and postal stationery collectors interested in acquiring wrappers addressed to different country destinations would have had 41 postal entities from which to choose during the 11 years of listing on eBay.

Merchant marks have generally not been documented but represent a category of wrappers that might appeal to some collectors. Merchant marks are a quick and convenient way of adding sender's name and address details. For some countries there are many different merchant mark handstamps that appear on the flap (e.g., Great Britain, Egypt) but for British Guiana there were only three noted in the sample: WIETING & RICHTER Georgetown Demerara (16 examples); SANDBACH PARKER & Co. Demerara (3 examples); and J. A. ALEXANDER Georgetown (2 examples).

There were two forwarding handstamps observed: "FORWARDED BY LEACRAFT & CO. NEW YORK" applied to a wrapper delivered to the U.S., and "FORWARDED BY FARNUM & CO. DEMERARA." Other handstamps noted were "Incorporated Chamber of Commerce of the City of Georgetown," "British Guiana Philatelic Society," "The Guiana Hobby Club," "J. E. Nightingale and The Society of Friends," "St. George's Cathedral," "SPECIAL" (4), "BESTSELLER" (2) and "EXCHANGE." One curious typed "Graphic Grows with Guyana" appeared on an E8 wrapper.

There is a prevalence of added shipping direction to the wrappers of British Guiana, usually in manuscript but occasionally with straight line handstamp. The addition of "Per Mail" (36 instances), "Royal Mail Steamer" (68 instances) and "Per English Mail" (two instances) can be found. These 106 instances are equal to 22 percent. "By First Opportunity" was noted on one wrapper. In addition there were many named ships written above the address. The list of names is: *Antilles, Barracouta, Caribbean, Curacao, Fontabelle, Maidana, Mauritz, Ocamo, Roraima, Sargasso, Sarstoon, Talisman, Tsing Corltren(?)* and *Weribbee*. The postal historian interested in the category of named ships on wrappers has a diverse group to study.

In terms of auxiliary and other markings, the wrappers of British Guiana are unremarkable. There was one case of a "T" in circle South African postage due marking that was placed on an E1 wrapper that had arrived short-paid in Natal. There was one circular censor marking on an E6 wrapper to the U.S. One E1 wrapper was uprated

with a cut-out of the same indicium.

"Clustering" is a term used to describe the appearance of groups of extant wrappers addressed to the same recipient or, in selected cases, addressed by an individual in the same handwriting. Its observance arises when a group of wrappers addressed to the same person or organization has become obvious on the philatelic market, with each wrapper appearing for sale usually one-at-a-time over a period. By way of example, only nine of the E7 wrappers have been listed in 11 years. Eight of the nine wrappers are addressed to the Royal Netherlands Steamship Co., Curacao.

Postal History Interest

Six wrappers have been selected for discussion for their postal history content and these are shown as Illustration 2. The first two examples are wrappers bearing private printing. The first, "The Southern Cross" and address was printed on the flap of an E1 wrapper. There was only one case of a wrapper with this private printing in the sample of 490. The second wrapper shows the wording "The Daily Chronicle, Ltd., Main Street, GEORGETOWN" on an E2 wrapper. This second example was provided by Jan Kosniowski from his collection to be used here with his permission. These are the only known recorded cases of added private printing that have appeared on the post office wrappers of British Guiana.

The third wrapper is one of two used cases of E3 recorded. It is addressed to the bordering country to the south, Surinam. The fourth wrapper is the only known case of a non-U.S. wrapper addressed to Alaska, and in that regard is uncommon.

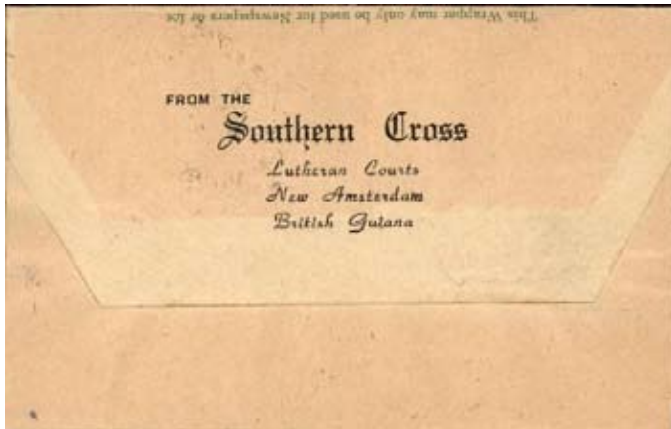
Airmail as a means of postal transport came into its own after World War II. The fifth wrapper is an example of an airmail usage, the airmail direction typed on the E8 wrapper addressed to Manchester, England. The uprating is 16¢ paying the airmail rate. There are no airmail etiquettes used on any of the airmail usage wrappers. The last wrapper is an example of a registered usage with 12¢ fee paid and "REGISTERED" typed in red as well as "PRINTED PAPER." The registration, however, does not bear the traditional blue crayon cross found on wrappers from elsewhere. Moreover, there is no "R" label or marking and no obvious serial number recorded. "Illustration 2: Wrappers of British Guiana with Postal History Interest," is shown on the following page.

Realized Sales

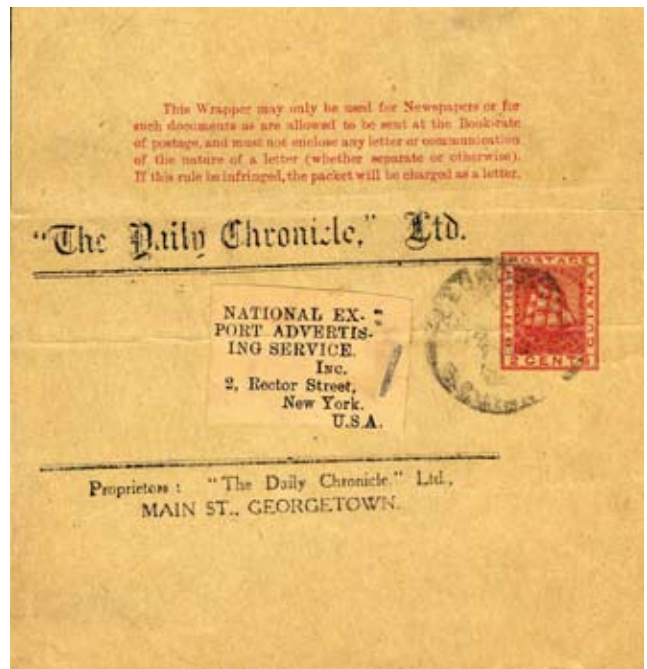
Since March 2006, the author has hand-collected daily sales data of used wrappers that have taken place on

Text continued on page 8

Illustration 2: Wrappers of British Guiana with Postal History Interest



E1: The Southern Cross



E2: "The Daily Chronicle"



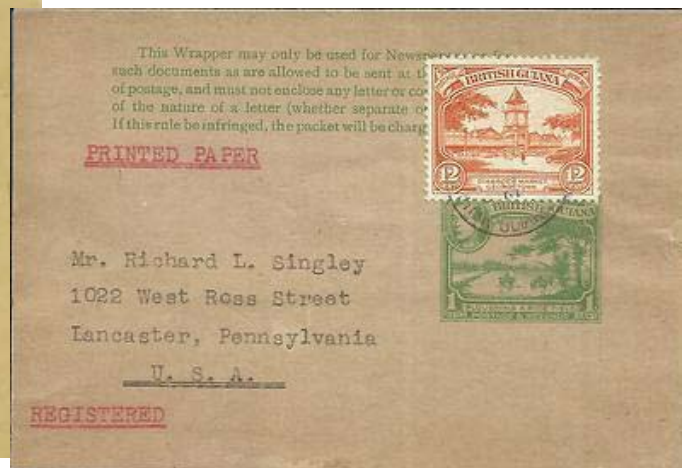
One of two examples of E3 used



Only recorded example of Alaska destination



Example of airmail usage to England



Example of registered usage to U.S.

eBay. At the time of writing in September 2014 there have been 13,651 sales recorded in the database of which 176 refer to the post office wrappers of British Guiana. These sales are summarized in Table 2 per “E” type from lowest to highest realized price. The number of bidders per transaction is shown in parentheses. Number of bidders is not the same as number of bids, which is usually higher.

mately \$9 although a wide range of realized sums have been experienced from 50¢ to \$90. The E1 wrapper with private printing realized the sum of \$54.80. With regard to E2, the highest realized sums of \$49.95 and \$56.20 were for uncommon destinations. The author did not annotate the reason for other sales nor was there a map-

Table 2: Summary of sales of E type from lowest to highest realized price

H&G #	Sales Details (Ranked Low to High in USD) & Number of Bidders per Sale (in Parentheses) Post Office Issues “E” catalogue numbers	Total Sales	Mean Sale Price	Mean # of Bidders
1	0.50 (1); 0.99 (1); 0.99 (1); 0.99 (1); 0.99 (1); 0.99 (1); 0.99 (1); 0.99 (1); 0.99 (1); 0.99 (1); 1.01 (1); 1.04 (2); 1.04 (2); 1.04 (3); 1.29 (2); 1.30 (2); 1.37 (2); 1.53 (1); 1.60 (1); 1.60 (2); 1.70 (1); 1.75 (2); 1.90 (3); 1.99 (1); 1.99 (2); 2.04 (2); 2.50 (1); 2.57 (3); 2.85 (2); 2.94 (2); 3.00 (1); 3.00 (1); 3.00 (1); 3.00 (2); 3.24 (3); 3.24 (2); 3.25 (2); 3.25 (2); 4.00 (1); 4.00 (1); 4.02 (3); 4.75 (2); 4.95 (1); 4.99 (1); 5.01 (3); 5.83 (3); 5.95 (1); 5.99 (1); 6.00 (2); 6.00 (1); 6.10 (4); 6.50 (1); 6.89 (4); 7.16 (4); 8.00 (1); 8.48 (1); 8.99 (1); 9.00 (1); 9.38 (5); 9.50 (3); 9.95 (1); 9.95 (1); 9.99 (1); 9.99 (1); 9.99 (1); 10.06 (1); 10.23 (2); 10.50 (2); 11.05 (2); 12.50 (2); 12.57 (3); 13.49 (2); 13.49 (4); 14.50 (2); 15.00 (1); 18.00 (1); 20.31 (4); 20.51 (2); 21.06 (4); 21.25 (3); 28.00 (3); 32.00 (3); 32.50 (1); 33.69 (4); 54.80 (7); 90.00 (1)	86	8.79	1.88
2	0.95 (1); 0.99 (1); 1.25 (2); 1.50 (3); 1.70 (1); 1.75 (3); 2.54 (3); 2.82 (2); 3.25 (2); 3.40 (1); 3.86 (3); 3.99 (1); 3.99 (1); 4.25 (1); 4.36 (3); 4.50 (3); 4.75 (4); 4.85 (2); 5.50 (3); 6.35 (4); 6.85 (2); 7.27 (5); 7.50 (3); 7.99 (1); 8.50 (2); 9.00 (1); 9.99 (1); 9.99 (1); 9.99 (1); 9.99 (1); 9.99 (1); 10.50 (2); 13.15 (3); 16.50 (5); 22.50 (4); 49.95 (2); 49.95 (1); 56.80 (2)	38	10.08	2.16
3	No sales recorded	0	0.00	0
4	3.34 (2); 5.50 (3); 6.05 (3); 6.50 (2); 6.50 (3); 7.50 (4); 7.95 (1); 9.50 (3); 10.00 (5); 11.55 (2); 12.38 (2); 12.81 (4); 16.50 (2)	13	8.93	2.77
5	12.50 (2); 15.39 (5); 21.51 (3)	3	16.46	3.33
6	0.99 (1); 1.60 (1); 2.47 (1); 4.25 (2); 6.49 (3); 7.50 (2); 8.51 (3); 11.06 (5); 12.95 (1); 12.99 (1); 16.49 (3); 34.28 (1); 49.95 (1)	13	13.04	1.92
7	6.50 (2); 9.95 (1); 9.99 (1); 15.51 (2); 17.03 (3); 27.20 (6)	6	14.36	2.5
8	9.99 (1); 9.99 (1); 14.50 (3); 22.50 (3); 25.25 (3); 25.25(3)	6	17.91	2.33
9	1.99 (1); 2.95 (1); 3.00 (1); 3.74 (2); 4.99 (1); 7.05 (1); 9.70 (1); 10.50 (2); 14.16 (3); 21.50 (3); 22.50 (2)	11	9.38	1.64
	British Guiana Total Post Office Wrapper Sales	176		2.06
	Sales of Perfined or Overprint Specimen			
1	14.99 (1); 26.33 (3)	2	20.66	2.00
3	25.00 (1)	1	25.00	1.00
4	10.49 (1); 13.80 (2)	2	12.15	1.50
5	13.80 (2); 63.60 (4)	2	38.70	3.00
6	19.53 (2)	1	19.53	2.00
	British Guiana Total Sales of Specimen Wrappers	8		2.00
	Guyana Post Office Wrappers			
1	54.36 (3)	1	54.36	3.00
2	No sales recorded	0	0.0	0.00
	Guyana Total Post Office Wrapper Sales	1	54.36	3.00

An awareness of the number of bidders is helpful in determining the strength of the collector market. From previous country studies, the author developed a metric for ascertaining the strength of bidder interest. On average, a score of 2.5 bidders per type of wrapper issue is the “norm.” A number of bidders above 2.5 indicates a stronger collector interest and a score below 2.5 indicates weaker collector interest. The overall weighted average number of bidders calculated from the last column of Table 2 is 2.06. This low level of bidder interest is likely due to the plentiful supply of E1 and E2 wrappers that are regularly listed on the market.

The profile of all bidders shows that there was one transaction with seven bidders, one transaction with six bidders, six transactions with five bidders, 12 transactions with four bidders, 34 transactions with three bidders, 48 transactions with two bidders and 74 sole bidder transactions. The dominant level of sales occurred with E1 and E2 and combined they account for 69 percent of all transactions.

An examination of sales prices shows that 153 transactions realized less than \$20. Alternatively only 23 sales (13 percent) sold for more than \$20. The average price for each of the first two issues is approxi-

ping of realized prices to particular wrappers. It would be interesting to know, for example, the attributes of the \$90 wrapper. With perhaps the exception of E8, prices realized do not seem to reflect the relative scarcity levels of the later issues.

British Guiana wrappers E1 to E6 are known with specimen overprints or perfined "SPECIMEN" in the case of E1. These specimen wrappers were a requirement of the UPU for distribution to member countries. The number of examples appearing on eBay together with the prices realized appears in Table 2. There were only eight sales of British Guiana specimen wrappers. For E5, with four active bidders, the sum realized was \$63.60.

Conclusion

The sample of 490 used wrappers culled from an 11-year daily hand data-gathering of 35,000 worldwide images of post office postal stationery wrappers can be used to extract useful insights into their usage. An explanation as to why there are so many extant used copies of E1 and E2 wrappers is because of business connections between British Guiana and elsewhere in the world. This is evidenced in the fact that 41 countries can be found as destinations on wrappers from this region of the world together with 123 instances of annotated shipping instructions. There were 14 named ships with addressee destinations ranging from Curacao and Trinidad to New York and London to Australia and New Zealand. The first two wrapper issues which account for 80 percent of all extant British Guiana wrappers had an issue life of 50 years, more than the first issue of any other country.

While copies of E1 and E2 are plentiful this is not the case for at least five of the seven other issues. For example, only two copies of E3 have been recorded in 11 years. Only four copies of E5 and seven copies each of E4 and E8 have been listed, and nine copies of E7. These represent listings rates of less than one per year.

Few wrappers attract attention for their auxiliary markings, with only one each of postage due and censor marking noted. There were airmail and registered wrappers. There have been two wrappers recorded with private printing -- *The Southern Cross* and *The Daily Chronicle*.

With regard to the 176 sales of British Guiana wrappers since March 2006, 69 percent were of E1 and E2 while 87 percent realized less than \$20. Few wrappers sold for large sums. Bidder interest was a low 2.06 which most likely reflects the routine supply of early issues being listed for sale on the market. There was one sale of E1 of Guyana but no listing or sales of E2.

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Acknowledgments

My sincere thanks are offered as usual to my good friend and philatelist Allan Gory for his careful reading and suggestions for improvement on an earlier draft, and to Jan Kosniowski for granting permission to use his catalogue images and for supplying me with a scan of The Daily Chronicle wrapper.

Jamaica 1920 1/- inverted frame sold by Spink Auction

By John Wynns
Of the USA

A very fine and important rarity of Jamaica was sold in The Collector's Series Spink Auction Switzerland (January 30-31, 2015) for 22,000 Euros (about \$24,850 U.S.).

"This inverted frame was discovered by a local at the small post office in Manchioneal, a village on the coast of Jamaica in March 1922. It is



1920 Jamaica 1/- with inverted frame.

believed that only one sheet of 60 must have had the error, with half of the sheet going to Manchioneal; the estimation of surviving examples vary from ten to no more than 20." Quoted from Lot 180 description!

Wings over the Bahamas

The Bahamas Airmail Service Issue of 1969

By John Wynns
Of the USA

The Bahamas Post Office on January 30, 1969 issued two stamps. The 12 cent stamp reads “50th Anniversary of Airmail Services – First Airmail Flight Miami-Nassau 1919,” and the 15 cent stamp reads “50th Anniversary of Airmail Services – First Regular Airmail Service January 1929.” The 12 cent stamp has it wrong -- the first flight was from Nassau to Miami. The cachet on this first day cover (*Figure 1*) has it correct at the top: “50th Anniversary Nassau to Miami.”



Figure 1
First Day Cover with cachet showing flamingos.

I was able to acquire a comprehensive collection of Format International Security Printers, Ltd., of London archival proof material of this issue. Included is



Figure 2a
Post card pictured on the 12 cent stamp in *Figure 1*.

the Bahamas post card that is pictured on the 12 cent stamp (*Figure 2a*) (*Figure 2b*). The one-penny post card is postmarked Nassau “29 JAN 19” and “30 Jan 19,” the day the flight occurred. The writer of the card was Miss Effie Adderley (*Figure 3*), who addressed it to her aunt, Miss Harriet Adderley, who was living in San Francisco. Effie was the daughter of George Butler Adderly, owner of a fleet of sponge boats. His uncle, Henry Adderley, had acted during the American Civil War as Forwarding Agents for the Confederate Government (*Figure 4*). Two different cachets are known that were applied to mail which ran the blockade from Nassau to Charleston during 1862 and 1863.

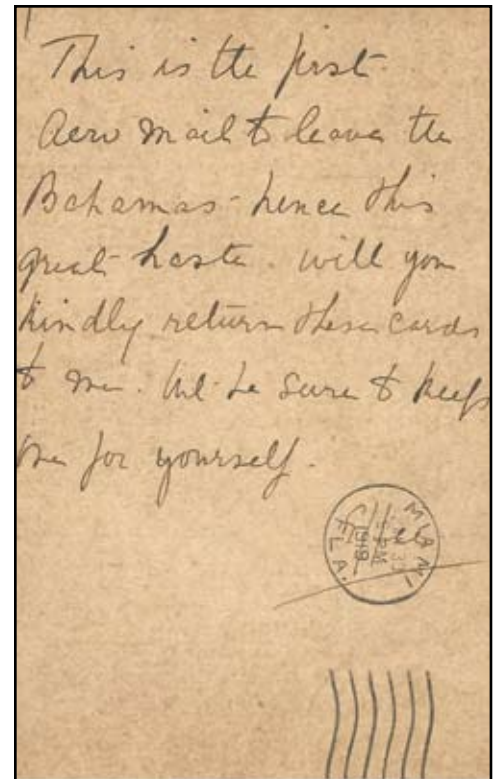


Figure 2b
Message side of post card written by Effie Adderley.

The January 30, 1919 flight was completed by two U.S. Navy Curtis flying boats commanded by Lieutenant Cummings of the marine flying squadron of the Dinner Key Naval Air Station. A total of 600 pieces of mail were carried in two bags which were delivered to the Miami Post Office. Here



Figure 3
Miss Effie Adderley of Nassau, Bahamas.



Figure 4
Two different cachets are known used in 1862 and 1863.



Figure 5
Commercial First Flight Cover to Miami.

the postal cards and envelopes were machine cancelled. The cover in **Figure 5** has below the stamps “BY AIR SERVICE NASSAU TO MIAMI” in light blue ink. Most mail carried were postal cards and ordinary postage rates of 1d for cards and 2d for envelopes were charged, no extra charge for airmail service since this was a one time experimental flight.

Format International Security Printers, Ltd. took this photographic negative proof (**Figure 6**) of original artwork by Victor Whiteley and the developed photo color proof (**Figure 7**) of the approved design before printing. A presentation card (**Figure 8**) along with the issued stamp on card signed by the artist Victor Whiteley (**Figure 9**) were created and given to VIPs.

The first regular airmail service between Nassau and Miami was started on January 2, 1929 by Pan Am. The 15 cent stamp pictures the Pan American Airways Sikorsky S-38 flying boat. The pilot, Harry Rogers, signed this first flight

Continued on page 12



Figure 6
Photographic negative of artwork for 12 cent stamp.



Figure 7
Developed photographic proof of 12 cent stamp.

cover (*Figure 10*) from Nassau via Miami to Gladwyne, Pennsylvania. Each cover has a “By First Air Mail To Miami, Fla.” cachet in red. A printed FFC has a map of the FAM 7 Route and FAM 4 and 6 to Havana (*Figure 11*). Another FFC is addressed to Havana with an arrival machine cancel dated “ENE 3, 1929,” a day after arrival in Miami (*Figure 12*).

The 15 cent photographic negative (*Figure 13*) of the original artwork by Victor Whiteley states “FIRST REGULAR AIRMAIL SERVICE JANUARY 1929.” The developed photographic proof (*Figure 14*) shows the enlarged completed design. A Presentation Card with a 15 cent proof (*Figure 15*), along with an artist signed card with the issued 15 cent stamp (*Figure 16*) was given to certain persons.

A second first day cachet (*Figure 17*) was created for this set. In 1969, the 12 cent stamp paid the airmail rate for a quarter ounce letter to Central and South America, the West Indies and Europe. The 15 cent stamp paid the airmail rate up to one-half ounce to the U.S. and Canada.

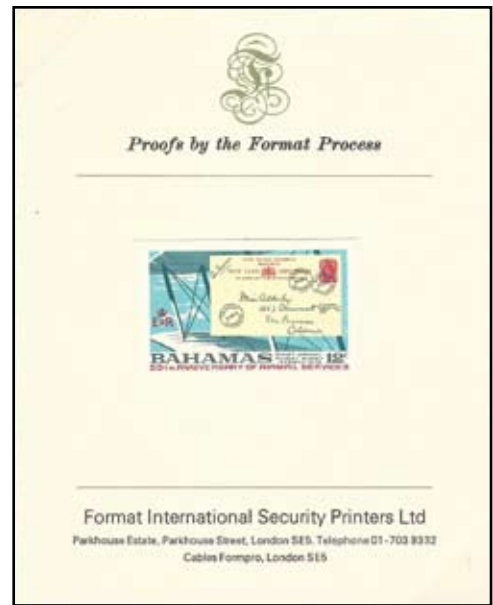


Figure 8
Proof Presentation Card for 12 cent stamp.

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Proud, Edward B. *The Postal History of the Bahamas*. Heathfield, England: Proud-Bailey, Co., Ltd., 2000.



Figure 9
12 cent stamp card signed by artist V. Whiteley.



Figure 10
First flight cover signed by Pan Am pilot Harry Rogers.



Figure 11
First flight cover with printed cachet of FAM map.



Figure 12
First flight cover from Nassau to Havana, Cuba.



Figure 13

Photographic negative of artwork for 15 cent stamp.



Figure 14

Developed photographic proof of 15 cent stamp.

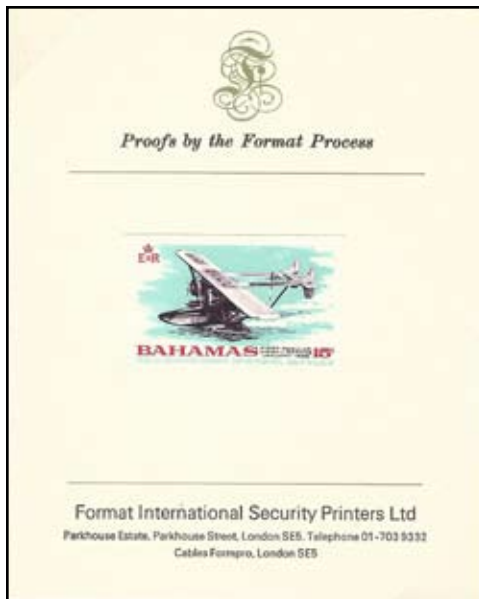


Figure 15

Proof Presentation Card for 15 cent stamp.



Figure 16

15 cent stamp card signed by artist V. Whiteley.



Figure 17

First flight cover with six line handstamped cachet.

Virgin Islands vs. St. Thomas

How Tortola lost its battle for postal supremacy in the West Indies

By Giorgio Migliavacca

Some newly found information about the sailing packets calling at Tortola and St. Thomas during the early decades of the 1800s is shedding new light on the role played by Tortola in the postal network of the British West Indies.

From 1809 to 1834 the routes of sailing packets to the West Indies saw only a few changes. Basically there were two scheduled runs a month: the first generally called the "Jamaica Packet" sailed from Falmouth to Barbados, then to Jamaica and from there back to Falmouth. The second was known as the "Leeward Islands Packet." This sailed from Falmouth to Barbados, then through the Eastern Caribbean islands up to Tortola (Virgin Islands) and St.

Thomas (Danish West Indies), and from there back to Falmouth. When the sailing packets arrived at Barbados, connecting mail boats were sent to deliver mail to the Windward Islands, Trinidad and the Guianas. During the early 1800s, Tortola became a key port for the postal network in the Caribbean. In fact, Road Town was the last stop on the return leg of the "Leeward Islands Packet"

as well as a very important transfer point for mail boats connecting British islands in the Lesser Antilles.

It was during the British occupation of the Danish West Indies that the English became well acquainted with St. Thomas and quickly grasped their importance and great potential. Even after the British occupation the pres-

ence of British citizens continued to grow and by the 1860s they were the largest expatriate community in St. Thomas with over 3,000 British and Scottish residents. A similar trend was also shown by the number of ships calling at St. Thomas with vessels from British colonies far outnumbering those from other places.

Christopher Saverland, the Sailing Packet Agent at Falmouth, must have had some



A portrait of the West Indiaman Britannia, shown in three positions. On the left the ship is shown in stern view and on the far right in bow view. The ship is shown port broadside in the foreground, flying the red ensign and a red pennant. The figurehead is appropriately in the form of "Britannia" with helmet and trident clearly visible. There are sailors shown in the bow as well as some passengers on the deck. Several figures wear top hats and two women are visible through the rigging. The ship had just returned from a voyage to Barbados, where it suffered a severe hurricane on June 28, 1838. The artist's son was on board, since he had tuberculosis and had been given a free trip to Barbados by the ship's master, Captain William Simmonds. The painting is signed and dated, lower left, "J. Walter 1838" and is inscribed on the back, "Captain Symonds Bristol to the West Indies."

(Courtesy of National Maritime Museum, Greenwich, London)

good reasons to lobby for the discontinuation of the Leeward Islands Packet call at Tortola for the sole benefit of St. Thomas. In a letter to Secretary of the Post Office in London, Francis Freeling, dated June 25, 1811, Saverland painted a designedly negative picture of Tortola. "The Captains of the Packets represent to me the dangerous Anchorage at the small Island of Tortola, on ac-



French Navy map of the Virgin Islands and Danish West Indies, 1758.

count of the Coral Rocks cutting their Cables, frequently losing a Cable and Anchor, and never leaving that Island without damage and great risque to their Ships, and that is very difficult to water there," he wrote.¹

"Never leaving without damage" is a grotesque calumny on the island. Anyone familiar with Tortola could easily see how biased Saverland was, but I would leave it to a well informed contemporary witness to give a contrasting report. Trelawney Wentworth, who visited Tortola in the early 1830s, had this to say: "Tortola has been declining for many years, in no inconsiderable degree from the natural poverty of the soil, which might have classed it among the most unimportant of the British possessions in these seas, had not the eligibility of its situation, and the capaciousness of the anchorage, pointed it out as a suitable rendezvous for the homeward-bound shipping from the neighbouring settlements

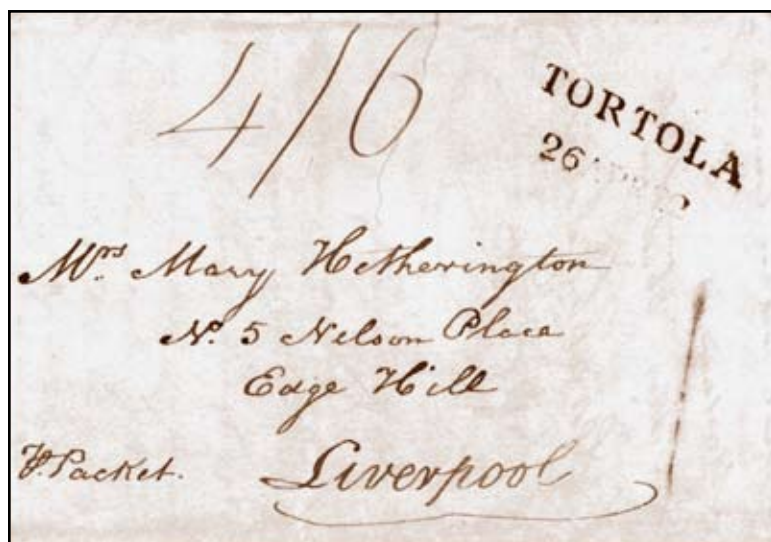


Landing Mail at Road Town, 1866, and first stamp of the Virgin Islands wrongly depicted as imperforate.

during the (Napoleonic) war, whence it became a place of considerable traffic, and for some time enjoyed peculiar privileges as a free port. As many as three and four hundred sail of vessels have occasionally assembled for convoy, within the magnificent basin (Road Harbour) in front of the town (Road Town), sheltered by a chain of small islands to the southward, whose extended range forms, with the opposite shores of Tortola, the passage called Sir Francis Drake's Channel."²

After emphasizing the many disadvantages of Tortola, Saverland noted that the captains of the sailing packets had suggested that it would be "more convenient to the Correspondence of all the Islands in that Quarter, that the Packet should stop three days instead of 24 hours at the populous Island of St. Thomas's where there is good Anchorage and water, and between which Island and Tortola, there is a constant communication by open Boats and small Vessels."

We are not told by the overzealous Saverland why there is so much communication between



April 26, 1822 -- Entire letter from Tortola to Liverpool, endorsed "P(er) PACKET" and showing TORTOLA straight line datestamp. Postage paid 4 shillings and 6 pence.

Migliavacca Collection.

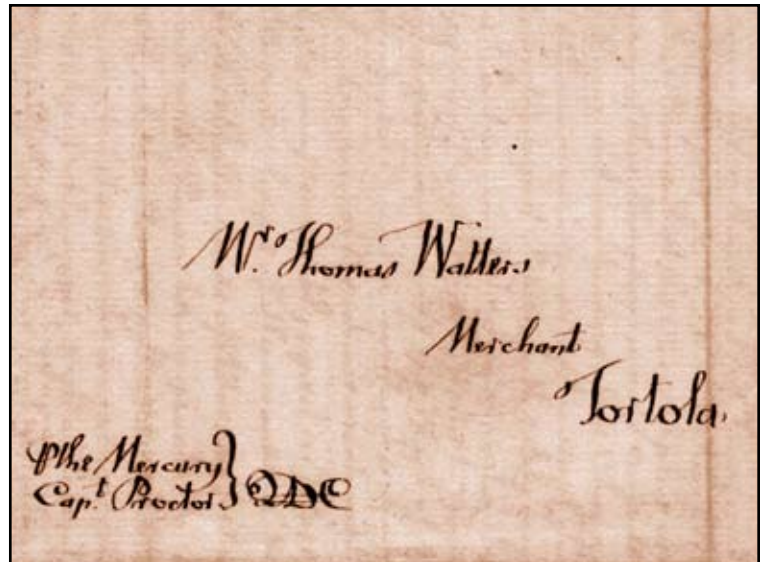
Continued on page 16

the dangerous Road Harbour at Tortola and the peaceful and secure harbor at Charlotte Amalie. What is clear, however, is that he would like to downclass Tortola for the benefit of St. Thomas. This was easily achievable if the Post Office in London gave its "approbation." In such an event the mail bag for the Virgin Islands "should be merely landed at Tortola, and the Packet without coming to an Anchor, should proceed to St. Thomas's, there to remain three days to receive the Correspondence of Tortola, and neighbouring Islands."

The *coup de grâce* came with the closing paragraph of Saverland's letter: "From the description given to me by all the Captains of the dangerous Anchorage at Tortola and the small Trade and Population of that Island, in comparison with the Island of St. Thomas's, this appears to be a very proper arrangement."

In due course Freeling did his research and found out that the per annum revenue of the Tortola Post Office was only £64.13.11 compared to St. Thomas's £102.7.10. Furthermore, if Plan A (the mail bag dropped but with no stay in Road Harbour) was to be accepted, then "it would place Tortola in a worse situation than the other Islands, at the smallest of which the Packets remain 24 hours." Such a drastic measure "would doubtless produce remonstrances from the Governor and Inhabitants -- with which we have had the experience of years, during which time no serious accident has happened to any of the Packets at Anchor at Tortola."

In a correspondence with Freeling, Mr. Robinson, the St. Thomas Postmaster, had indicated "that it would be of material benefit to the Service to revise the present arrangement — viz: that the Packet should remain 24 hours instead of 48 at Tortola and 48 instead of 24 at St. Thomas." The matter was carefully examined at a

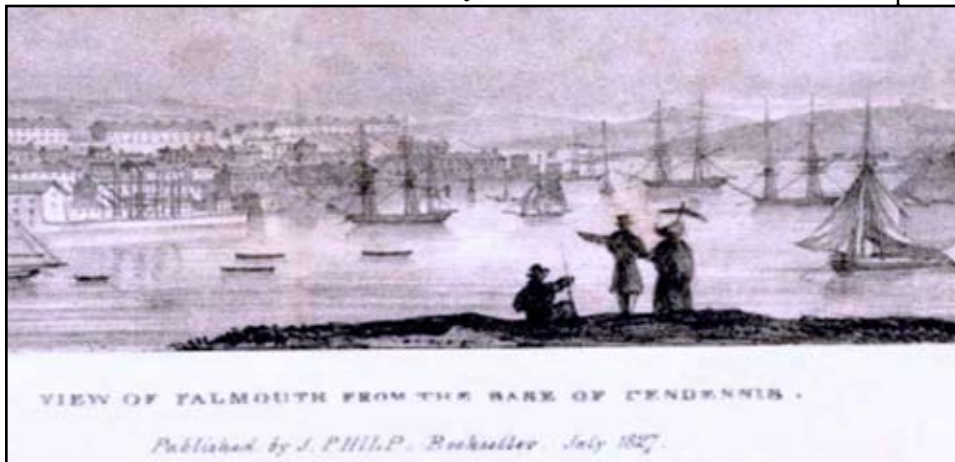


Typical mail carried by a Westindian ship of the plantation era. From Liverpool, April 25, 1810, to Mr. Thomas Watters, Merchant, Tortola. Docketed 23 June -- or almost two months to reach destination. Endorsed "P(er) THE MERCURY, CAPT. PROCTOR," with the additional talisman (good luck) notation QDC -- "Que Dieu Conduise" (French expression for "That God May Guide") -- used for long and perilous journeys at sea or on land. The letter mentions the Mercury's cargo shipped out of Tortola, including hogsheads of sugar. The Liverpool correspondent notes, "When an opportunity offers shall again strenuously recommend a Sale of the Seacow Bay Property prior to your leaving Tortola, but do not see a Prospect of Success" (Migliavacca Collection)

July 8 board meeting where the frequent delays caused by the packets being detained in St. Thomas in order to facilitate the return mail with answers from large business concerns, planters and agents (compounded by the higher revenue of the St. Thomas Post Office) tilted the scales in favor of the Danish island.

In a letter dated July 11, Freeling explained the decision to Saverland. Plan A would have caused great dissatisfaction and placed Tortola at a disadvantage and therefore Robinson's suggestion had been adopted: "Their Lordships do not object to the stay of the Packets as submitted by the Post Master of Saint Thomas, and you will give directions to the Commanders accordingly."

Although a compromise and undoubtedly a better solution than that initially suggested by Saverland, the new arrangements were a de facto defeat for Tortola. Packets stopped



View of Falmouth, 1827.

only 24 hours at Tortola giving little time for everyone, including the Governor, to prepare their answers. The arrangement remained in place for many years and this is confirmed by the George H. Freeling report. G.H. Freeling was son of Francis, and Assistant Secretary to the Postmaster General.



Detail from an 1848 map of Road Harbour and Road Town, published by the Hydrographic Office of the Admiralty in London and showing the exact location of the Tortola Post Office.

In 1820 the Leeward Island Packet remained 48 hours at most islands, including St. Thomas, except St. Kitts where it remained three days, and Montserrat and Tortola where it stayed only 24 hours at each island.

What Saverland did not achieve nine years earlier,

G. H. Freeling managed to accomplish through more convincing arguments. Speed was of the essence and therefore stays had to be shortened, or as in the case of Tortola, eliminated altogether, Freeling said. The Leeward Islands Packet would enter Road Harbour, drop the mail bag and then proceed to St. Thomas. Perhaps, in Freeling's view, this was a just punishment for Tortola which he deemed "the least in point of consideration of all the West India Colonies, but where there is scarcely an Instance in which the Packet has not been detained."

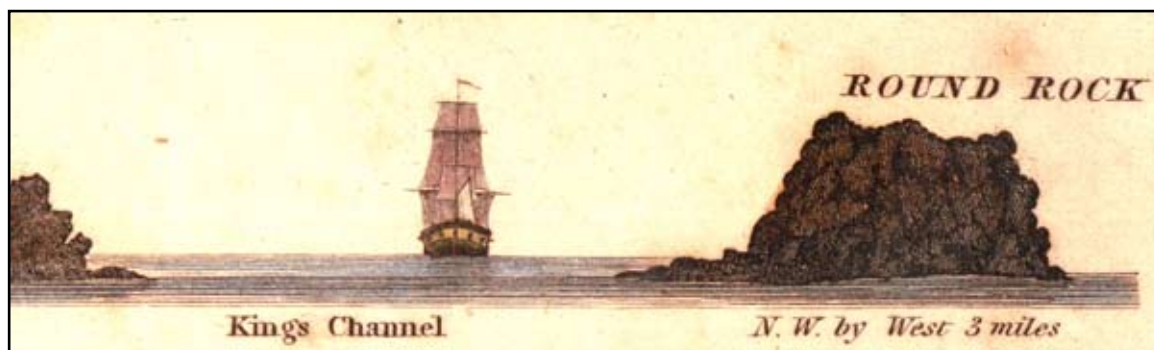
The impulsive and possibly naive Freeling was convinced that packets and mail boats were detained under frivolous pretence at most West Indian ports, with Tortola being the worst offender. He, however, failed to tell us whether it was the fault of the local authorities or of the ships' captains and crews. In fact, it may have been a combination of the two, but nevertheless, Tortola became the sacrificial lamb on the altar of efficiency. However, there were mitigating circumstances, for in 1819 a hurricane had completely destroyed the harbor facilities at Tortola. This was initially viewed as an added reason for deleting Tortola from the list of packet stations.

After 34 years of service, Saverland died in 1821 and was succeeded by Thomas M. Musgrave, who was followed, in 1824, by William Gay. The latter, as we shall see, played only a minor role in decisions affecting Virgin Islands postal arrangements.

In 1823 control of the Packet Service was transferred to the Admiralty, and as contracts expired, the Packets were replaced with naval brigs. This change had been discussed for a number of years and the immediate effect on the existing schedules and routes was minimal and did not affect the Virgin Islands.

The decline of the Virgin Islands economy, fueled by the 1808 abolition of the slave trade, worsened after the

Continued on page 18



Between Ginger Island and Round Rock lies the King's Passage, so named in honor of King George III, and described since the 1700s as the safest entrance of all, "through which in bygone days the men-o'-war would sail." Horatio Nelson visited Tortola several times and may well have used the King's Channel to enter Road Harbour. The Harbour of Tortola, 15 miles in length and 3½ miles in breadth, was used in times of war during the 1700s and 1800s as a safe shelter to as many as 400 vessels.

(Detail from an 1840 print published by Edmund & Geo. Blunt, 154 Water Street, New York)

end of the Napoleonic War. The most devastating blow came with the 1819 hurricane which caused destruction to public and private property in excess of £302,000, and in 1820 the retention of a packet station in Road Town was deemed unfeasible. As a result many planters left the Virgin Islands while some large proprietors found themselves in great financial difficulties.

During the early 1820s and with the hope of alleviating the precarious situation of the colony, the governor and the local legislature appealed a few times to Great Britain for financial assistance, loans and tax relief. Many of these appeals fell on deaf ears, some went unanswered, and some were seen as potentially creating “a precedent for claiming Gifts from the Crown.”

When all else failed the colonists tried other avenues that would be less expensive for the mother country. James Colquhoun, the Virgin Islands Agent in London, was undoubtedly a highly skilled and influential lobbyist who was tireless in searching for new opportunities. On August 20, 1826 he wrote to Earl Bathurst, Secretary of

State for the Colonies, about the re-institution of the rendezvous for the mail packet service at Tortola.³ “My Lord, I have received Instructions from the Government of Tortola most respectfully to bring under your Lordships’ favorable Consideration the Circumstance of His Majesty’s Packets having during the whole (Napo-

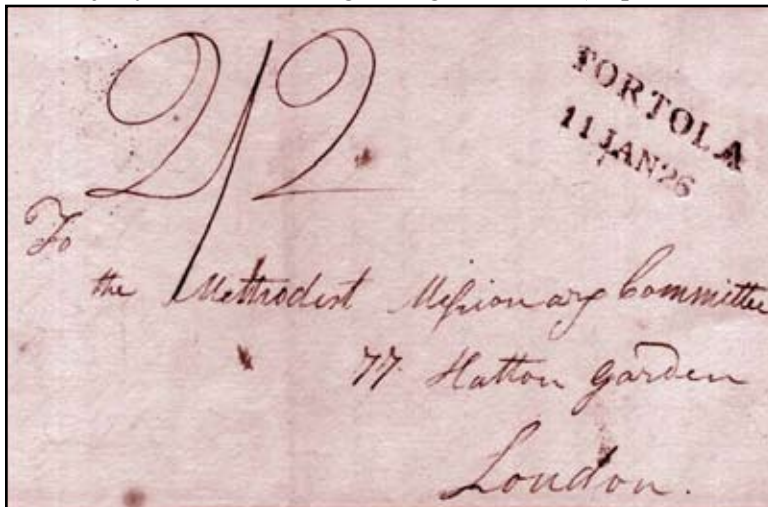


Commercial and personal correspondence to the West Indies was carried by Post Office Sailing Packet Boats out of Falmouth, England. Due to the high postage charged, a quota of the mail was sent via private ships, Westindiaman. The 1839 print pictured here shows a typical Westindiaman, the barque Caesar, which carried cargoes of sugar, molasses, rum, spices and mail.

leonic) War sailed last from Tortola, as a Rendez-vous by which arrangement much benefit accrued to the Inhabitants, particularly to the Slaves and free People of Color who raised Poultry & Stock for the Sea Voyage of the Passengers.” The document gives some background information of great importance for the social and economic history of the islands. We learn from Colquhoun’s letter that the slaves “possessed Property to the amount of £15,000 as appears by an accurate Return in your Lordships possession.”

“Since the Peace the Packet has sailed from the Foreign Islands of St. Thomas, which it did not do during the War altho St. Thomas was then a British Island. The consequence of the change has been a great loss to Tortola, in addition to her other heavy Calamities and a great gain to St. Thomas without any reason having been assigned for the change.”

The letter also reveals details about Tortola’s unsuspected and very early stage of the local hospitality industry: “Tortola would very soon be in a better state than formerly to afford Supplies & Accommodation to the Passengers, if they chose to land, and is in all respects a preferable harbour to that of St. Thomas for which reason it was chosen during the war. I am informed that even now the Taverns are better than those at St. Thomas — an Island with as bad a soil as Tortola, which by the encourage-



January 11, 1826: Entire letter from Tortola to London, showing “TORTOLA” straight line datestamp. Postage paid 2 shilling and 2 pence (double sheet rate from the British West Indies). The entire is backstamped with “F 10 Feb 1826,” circle datestamp in red on arrival. Docketed London February 12, 1826. (Migliavacca Collection)

ment given to Free Trade has become the Entrepot of the West (Indies) - the wealthiest Colony in those seas and which Tortola, now the poorest might have been under the same System if it could have been extended to her, being more conveniently situated."

In his closing paragraph, Colquhoun made the critical suggestion: "The Mail Boat with Foreign Passengers and Bullion can run from St. Thomas to Tortola as during the war instead of the present arrangement."

By early September George H. Freeling had been contacted and in turn he had written to the Agent's Office at Falmouth. William Gay answered by reiterating what had been said in the past by his predecessor and sending copies of the relevant correspondence. He concluded his letter by enumerating the advantages of St. Thomas and quoting Freeling's correspondence of September 1, 1820 as stating that St. Thomas is "the safest Harbour in the West Indies."

By the end of September, Colquhoun had made some substantial progress and was busy as ever lobbying for Tortola as can be seen by a "private" letter sent to an unnamed addressee, presumably some very important personage at the Admiralty:⁴ "I learnt that the Colonial Office has in Official Counsel recommended that the Packets should in future call at Tortola instead of St. Thomas on my application. I trust that there will be no practical objection to the measure."

If the addressee was not some bigwig at the Admiralty, then it would seem logical to assume that either Francis Freeling or Postmaster General Lord Montague was the focus of the Virgin Islands Agent in London. On November 26, Sir Francis drafted a memorandum⁵ addressed to the Postmaster General in which he suggested that Colquhoun's petition was really a matter for the Admiralty to decide upon.

The document, both for political correctness and in compliance with British *savoir faire*, could have ended

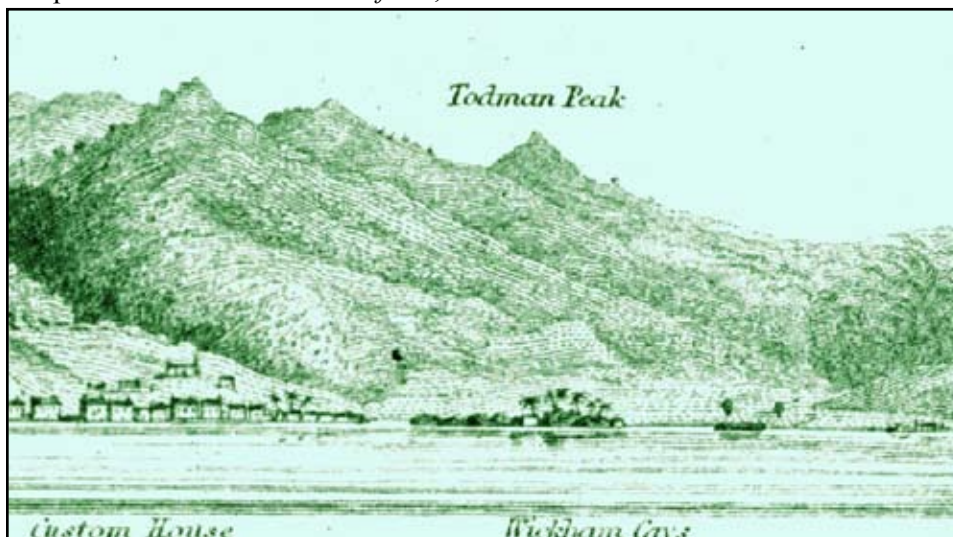
there. But some political game or gain must have been in the air because Freeling concluded his memorandum by stating that if the matter was one for the Post Office to decide upon, he would not have hesitated in advising against any change. To further strengthen his point



*"Road Harbour in the 1840s,"
fresco by Margaret Barwick.
(Tortola, Old Government House Museum)*

Freeling felt it necessary to disclose that he had done some unsolicited research: "I have indeed ascertained from persons well acquainted with the West Indies, and principally resident there, and who are totally unconnected with both Tortola and St. Thomas, that the alteration proposed would be objectionable in all respects." Copies of the earlier documentation concerning the pros and cons of St. Thomas and Tortola were attached to the memorandum.

From notes on the margins of some of these documents, it becomes apparent that copies were sent again to some authority in April 1832, which leads one to believe that the colonists petitioned again. The matter was raised again in 1834 by Colquhoun when the British Government denied the approval for the establishment of unlimited free port privileges in Tortola. As for the re-institution of the rendezvous for the mail packet service, London pointed out that there was no nautical objection to the establishment of



Road Town Waterfront, 1848: "Custom House, Wickham Cays," Todman Peak.

Continued on page 20

a packet station in Road Harbour whilst admitting that there were some grounds for favoring a British over a foreign colony. Nevertheless, the proposal was rejected as it was felt that the inconveniences caused by the change would be far greater than the advantages. In fact the Lords of Trade suspected that the proposal had a hidden agenda, and once the concession of a packet station was given, that would undoubtedly lead to further requests for privileges and a free port status. The Lords of Trade could not overlook the fundamental fact that by the mid-1830s, St. Thomas's pre-eminence as a trading center was such that any attempt to shift "the great seat of business to a spot described to be deserted by trade" would prove futile.⁶

At this time the West Indies were still served twice a month by sailing packets, the round trip being almost three months in length. Barbados remained the first port for the packets; and St. Thomas was their last port before they sailed homeward. In St. Thomas they awaited the mail boats from the Leeward Islands.

As a result of progress, in 1835 steamers began taking over the mail boat service in the West Indies and a regular steamer service began in 1842 when the Royal Mail Steam Packet Company started a twice-monthly service between Falmouth and the West Indies. After some negotiations with the Admiralty, in October 1843, the departure point was moved to Southampton which was considered more suitable on account of its nearness to London and its railway connection with the capital.

The West Indies postal routes of the Royal Mail Steam Packet Company called for at least 12 steam vessels covering hundreds of thousands of route-miles, with stops at some 60 ports. These early steamers were of the side-wheel type with auxiliary sails. Screw steamers were introduced in the 1860s. Although for a while Barbados remained the hub of the West Indian postal network, the importance of St. Thomas became immediately apparent as the Royal Mail Steam Packet Company quickly transferred its main West Indies packet station from Grand Turk Island to St. Thomas in September 1842. As a result, St. Thomas became the first stop on the Leeward Islands route and a British Post Office was opened there in late 1842.

From its very inception the service of the Royal Mail Steam Packet Company included a route from St. Thomas to Demerara (via the Leeward Islands and Barbados) and vice-versa. Indeed, Tortola was the first stop on the southward leg and the penultimate on the return voyage. The round trip took 14 days. In 1847, when the Post Office signed a new contract, a twice a month connecting service for the Northern Islands, from Barbados to St. Thomas through the Leeward Islands and Tortola took only three days.

In the meantime, the Royal Mail Steam Packet Com-

pany had built extensive workshops in St. Thomas which had become the Company's main depot and coal-ing station in the West Indies. When a new contract was signed in 1850 the new routes no longer included Tortola and the reasons for this decision included the collapse of the local economy following the 1834 emancipation from slavery and the lower volume of mail. The correspondence for Tortola was now transferred at St. Thomas. This is confirmed by the Company's March 1860 schedule which states that "the mails for Tortola are to be delivered to the Company's Superintendent at St. Thomas, who will be held responsible for their immediate transmission and for the due embarkation of the return mails."⁷

PRIMARY SOURCES

POST OFFICE ARCHIVES, London: the following documents proved very important to the present research and are "Reproduced BY COURTESY OF THE POST OFFICE ARCHIVES, LONDON" and are abbreviated in footnotes as G.P.O. ARCHIVES.

- POST 39, Piece No. 30-33, Reel No. 8; from page 437 to page 446; and from page 448 to page 464. (*I am indebted to Mr. V. Denis Vandervelde for locating these documents.*)

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LETTERS

British Guiana specimens

Dear Editor:

Thanks to Richard Maisel for bringing to our attention some of the very few errors in Marcus Samuel's fine book *Specimen Stamps of the Crown Colonies, 1857-1948*, published by The Royal Philatelic Society in 1976. I had the pleasure of meeting and corresponding with Marcus around that time and he was almost totally blind ... shades of a deaf Beethoven composing masterpieces. I have a letter from him commiserating with me as someone sadly infected with "Specimania" and he signed himself "Marcus Spamuel" ... a delightful man.

What Richard is evidently not aware of is the small supplement to the Samuel book by Bendon, Latto and Samuel, published also by the RPS in 1984. This corrects the typo that lists a BG7 for the 1905-7 MCA 60¢ that Richard notes; this should have read BG5, *i.e.*, the unusual italic type (and it also makes the same correction to the five values of the 1912-27 set which appeared in the Foxley sale at Spink last March).

More seriously, however, Richard's article contains an error that also needs correcting. He says Samuel's listing (page 88) of the 1905-7 issue "does not include a 96¢ UPU Specimen." Actually, it does, but what it omits, and this is also corrected in the supplement, is the dull purple and blue/blue 5¢, SG#243. Incidentally, Samuel's date range of 1907-10 for the five specimens circulated in 1907 is misleading; yes, there was a second printing of the 2¢ from a new plate in 1910, but there is no specimen for that stamp.

Richard also mentions that the later Bendon book correctly includes all the seven MCA UPU-distributed stamps, but that listing the 1905 and the 1907 issues together, *i.e.*, 1905-7, is confusing. Quite why Bendon did that I do not know but if you go to the Bern archives, as I have done several times, you will find that some of these specimen "sets" have been dribbled out in smaller groups. I do not propose to make the trek to check what happened on this occasion, but Bendon's date spread suggests that there were at least two distributions covering the seven stamps. As it happens, James Bendon is planning to release an update of his book and has been appealing to specialists for suggested corrections, so if Richard would like to take this further I suggest that he contacts him on james@james-bendon.com.

Charles Freeland
Basel, Switzerland

Virgin Islands vs. St. Thomas

Continued from previous page

- Harrigan, Norwell and Pearl Varkack. *The Virgin Islands Story*; Essex, U.K.: Caribbean Universities Press, 1975.
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FOOTNOTES

¹ G.P.O. Archives, Post 39, Piece No. 30-33, Reel No. 8; from page 437 to page 446 (1811 C. Saverland to Freeling); see page 437-38.

² Wentworth, Trelawney. *The West India Sketchbook*. London: Whittaker and Co., 184, 2 vol. see Vol. I pp. 234-35.

³ G.P.O. Archives, Post 39, Piece No. 30-33, Reel No. 8; (J. Colquhoun to Earl Bathurst) see page 443-464.

⁴ G.P.O. Archives, Post 39, Piece No. 30-33, Reel No. 8; (J. Colquhoun to —) see page 452-453.

⁵ G.P.O. Archives, Post 39, Piece No. 30-33, Reel No. 8; (F. Freeling to Postmaster General) see page 448.

⁶ Dookhan, Isaac. *A History of the British Virgin Islands*. Essex, United Kingdom: Bowker Publishing Co., 1994. See p., 65-66, and notes p. 104-112.

⁷ Migliavacca, G. *The Royal Mail Steam Packet Company*. Milan: Laurel Publications Intl., 1985. See p. 24.



Reading Other People's Mail

By Mary Gleadall



Many interesting letters in Tudway correspondence

Reading through letters sent from the managers and attorneys of Antigua's Parham Hill Plantations to the Tudway owners residing in Wells, Somerset, England, I have found many interesting items. The letter below was written just after the war between Britain and America began on June 8, 1812. The United States declared war for several reasons, but chiefly because of trade restrictions brought about by the British war with France. British West Indian planters suffered greatly during the two-year war as they were forbidden to trade with America and they relied on American provisions for their plantation workers. The following letter hints that the Antiguan planters could not be relied on to follow the law.

Antigua – October the 4th, 1812

Dear Sir,

Let me now assure you that bodily infirmity has so long caused me to omit writing to you, for neither disinclination or indifference on my part to maintain a correspondence I hold in so much Esteem as yours could have operated with me, had not two painful causes prevailed – the first was a severe tumour in the palm of my right hand which for some weeks almost disabled from holding a pen, this was afterwards succeeded by several Boils in different parts of my body that compelled me to a recumbent attitude for some length of time – of this my Friend Kerby was acquainted; & I thought from his usual kindness to me, he might have made mention of it to you, when he wrote, as a kind of excuse for my not writing. It is true I did not desire him so to do, but I thought his general benevolence to me would have induced him when he wrote to you to use my name, & to acknowledge on my behalf my sincere thanks for your kind presents of Ale & Cheese, which he has heard me acknowledge- & which I now pray you will accept of. He has favored me with a perusal of your letter to him on the subject of your raising the Salaries of Mr. Ottley (Manager) & others in the services of your Plantations – I think you have been very liberal to them; the demuntion of Wine & other Perquisites they must be satisfied with, & they should on the occasion be very thankful – The keeping of

a fishing Boat is a circumstance I was not before appraised of – I think it was an extraordinary kind of Perquisite, for to keep People necessarily employed on this Boat, must occasion a deduction of Slaves from the services of the Plantation.

The great expenses attending Sugar Plantations must be doubtless exceedingly high, in consequence of this unfortunate Contest with the Americans (War of 1812 [1812 – 1814] between Britain and America) – I wish, but I much fear that the suspension or revocation of the Orders in Council, will not reconcile them to an amicable intercourse with us ... at least for some time to come; for I do not find that as yet, they have shewn any disposition to such a measure. Great crops, as you observe, can be the only means of carrying us through, or alleviating this dreadful expense – The weather has not been favourable to give us this expectation for the next year, tho we had a very heavy rain on the 1st instant, but it was attended with a very heavy Gale of Wind, tho it did not produce so much injury to the Island in general, as I feared immediately after the Gale – I beg leave to assure you that I remain, with the truest Esteem
Dear Sir, your obliged & faithful humble
Servant – Rowland Burton

Who was Rowland Burton? The Tudway Collection, held in the BCPSG Library, has details of 15 letters he wrote to Clement Tudway between 1797 and 1813. Further details of his life can be found in Vere Oliver's *History of Antigua*. Rowland Burton was the legal representative of Clement Tudway having Power of Attorney in Antigua. He was a Barrister of Lincoln's Inn and admitted to the Bar of King's Bench in Westminster Hall, London in 1772. By 1776 he was living in Antigua, having married widow Sarah Horne, *nee* Wise, by license at St. John's Cathedral, Antigua on August 1, 1776.

In 1777 he succeeded Thomas Warner as Speaker of the House, a position he retained until 1785. Governor Shirley had recommended Rowland Burton, the Speaker, a lawyer, as Solicitor General but was informed that His Majesty (George III) had already appointed Mr. John Burke to the post on April 9, 1785. So Burton resigned



Handstamp "ANTIGUA" Fleuron dated "OCT 5" (without year). It was rated 2/- and marked "Pr Packet." There are no backstamps. The cover is addressed to: "Clement Tudway Esq M.P. Wells Som[er]set[sh]ire." (From research done in 1970s by John M. Willem)

and the following year he was appointed Chief Justice. His dear friend was indeed Kerby, mentioned in the letter, as records show in 1790 he was appointed a trustee in an indenture between Thomas Norbury Kerby, his wife Jane and John Sowerby. He also witnessed the will of Thomas Kerby in 1810.

Burton continued his rise in Antigua's administration with the appointment of Chief Justice and Chief Baron of Exchequer & Registrar of Deeds in 1792. The first letter that survives from him to Tudway was after this dated December 5, 1796. In June 1807 his dear wife died and is buried in the St. John's Cathedral Churchyard. She was 59 years old.

It is interesting to note how much an officer of the Antiguan Administration received. In the 1809 List of Officers and their fees: "Rowland Burton, Registrar £700 c. gross less Clerk and rent of house costs £380. Net proceeds £320. Chief Justice £500 in fees."

The letter above mentions Burton's illness and he only wrote one further letter to Clement Tudway, dated January 23, 1813. He died in April 1814 "after a long and painful illness which reduced him to a great state of distressing imbecility." (Letter to Tudway from Thomas N. Kerby, dated May 16, 1814.) Burton had appointed James Athill, Paul Horsford and Thomas Norbury Kerby his executors and trustees. After bequeathing a few trifling legacies he directed that his property "be sold & at the expiration of a certain period persons claim-

ing & legally proving their affinity to him in a direct line from his grandfather shall have the property divided amongst them." His will left "a fine field for litigation & the professional gentlemen must profit from his will," commented Kerby to Tudway.

And the 1812 War? On June 3, 1814, Thomas Kerby writes: "The accounts from America are such as evidently to give every reason to suppose that a peace must follow not from the inclinations of Maddison but from the resolves of the people in many of the States." In August 1814 peace discussions began in the neutral city of Ghent and on December 24, the diplomats had finished and signed the Treaty of Ghent.

Trinidad & Tobago Proofs and Essays needed

Do you have any Trinidad and Tobago Proofs or Essays? Ed Barrow is currently researching this area and would be grateful for any information.

Please send details to: e.barrow1@gmail.com



BG Bits and Pieces

With Dr. P.J. Ramphal
Of Canada



Skeletons from the Rupununi: Part 2

Kato and Cato

My last visit to the Rupununi was in 1971 when I was in Guyana for a happy family event. While there I ran into an old school friend who by then had become a senior officer in the Ministry of External Affairs and was in charge of the Government's entertainment program for the-then visiting Prime Minister of St. Vincent.

He told me that there were two empty seats on the flight arranged by his Ministry as part of their official entertainment for the visiting Prime Minister, Mr. Cato, on the following day and he offered those two seats to me and my sister. Needless to say, I accepted with alacrity



Last time, in the final paragraph of Part 1, I lamented that I did not have an "Orinduik" Skeleton with which to end the article. It was the first settlement in the savannahs which I had visited as a youngster, and I had formed a lifelong attachment. I received an email from Michael Hamilton offering me a single cover, commercially used at Orinduik on March 17, 1959 and twice canceled by its Skeleton! And here it is in all its glory!



Philatelic cover mailed by favor by postage agent at Buri-sanowa, October 2, 1951 to United Kingdom. Infrequently encountered instructional marking "Air Mail to NEW YORK only, thence by Surface mail."

and there was even more good news to come. Many years previously, the island of St. Vincent had been devastated by a hurricane or an earthquake which left parts of the island in ruins and many residents were homeless.

The British Guiana government of that time offered to resettle the worst affected of the victims in the Rupununi, an offer which was gladly accepted by perhaps 100 of the islanders who then settled there at the turn of the century at a village called Kato. A visit, picnic style, was planned to Guiana's famous Kaieteur waterfall where the mile wide Potaro River plunges perpendicularly for almost 800 feet. It is a spectacular sight and is Guyana's major tourist attraction.

Government officials frequently entertain official guests with visits to the falls, always by air, and such was the trip planned for Mr. Cato with the additional feature that after the morning visit, we would proceed the relatively

short distance to Kato where the islanders had settled 50 or 60 years previously. Up to that point things unfolded as planned, but a major miscommunication had occurred. They had been resident in Guyana for such a long time that when they learned that “their” Prime Minister was planning a visit to see them, they assumed him to be the Prime Minister of Guyana and they were ecstatic at the prospect. When



*Annai Rupununi
“17 MY 65” partial
Skeleton.*



*“Wiehabai Pau,”
date unclear
partial Skeleton.*

our plane touched down, they surrounded it jubilantly until the unfamiliar figure of Mr. Cato descended the stairs. At that point the jubilant welcome changed to stony silence.

Their disappointment was palpable. But Mr. Cato was a consummate and experienced politician. He immediately recognized what had gone wrong and set about mending fences. He made sure he spoke to each and every one of his former islanders and praised them endlessly for what good Guyanese citizens they were and how proud he was of them and their successful resettlement at Kato.

Needless to say, all of this was greatly assisted by the abundant food and drink thoughtfully provided by the Ministry personnel. As the sun was beginning to set we were given a rousing send off by the Kato residents and in their stalwart honor we decided to keep the party going until we arrived in Georgetown.



Many years ago I acquired this philatelic Aishalton cover. The date of use is unclear, and there is not a fully dated “EMC/GT” arrival mark. I chose not to open it to its full extent since nothing seemed to be gained by doing so. Townsend & Howe attest that the EMC, Type 3, was used as a receiving stamp at Georgetown only between 1959 and 1962. Note the inverted “A” of PA AISHALTON.



Kato, Type 36a philatelic cover, rare. Franked with QEII four-cent stamp, canceled by Kato Skeleton and delivered to Vreed-en-Hoop address.

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.

BALTEX 2014,
August 29-31
Malmö, Sweden

Bernie Beston
Queensland Postal Stationery
Gold
British Guiana: The Air Mail Story
Vermeil

Darryl Fuller
Airmail Postal History of the Caribbean
Vermeil

AEROPHILATELY 2014
September 12-14
Bellefonte, Pennsylvania

Bernie Beston
Queensland Postal Stationery
Large Vermeil
British Guiana: The Air Mail Story
Vermeil

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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!

SOUTHEASTERN STAMP EXPO 2015

January 30-February 1
Atlanta, Georgia

David Pitts
Bermuda Postal History: From Colonization to UPU
Grand Award
Gold
BCPSG Medal
Lighthouse Stamp Society Award

SARASOTA NATIONAL
STAMP EXHIBITION 2015
February 6-8
Sarasota, Florida

Raymond Murphy
Official Mail of the Provisional Government & Irish Free State 1921-1937 (SF)
Gold

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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

Simon Richards, Heathercombe House, Drayton Street, Leonard, Wallingford, OX10 7BG, UNITED KINGDOM

Address Changes

George H. Paul, 1861 Riviera Parkway #7, Jacksonville, FL 32205-8816 USA

Gary Watson, 916 High Street, Armadale, Victoria 3143, AUSTRALIA

John D. Mitchell, Apt. 110, 37 Durnford Road, Scarborough, ON M1B 5T8 CANADA

Ellsworth Mink, P.O. Box 1327, Salinas, PR 00751 USA

Resignations

John Oldham, Douglas Blythe, Mariano DeLise

Donations

John Wynns, Arthur Snoke, Neil DeWitte, Richard Maundrell, Michael Clark, Carl Faulkner, John Chabrol, Alan Wheeler, John Pare, Peter Colwell, Colin Fort, Paul Larsen, Terrence Gamble, Stephen Pacetti, O. Allen Davis, Patricia Hoppe, Jerald Haas, Keith Moh, Thomas Olson, Paul Bondor, John Forrest, John Mitchell, James Watson, Dietmar Thormann, Bruce Aitken, Andrew Mitchell, Ken Groeber, Gerald Schroedl, Robert Roswell

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 rstewart19@comcast.net. Also, if you have friends who might be interested in joining, let me know and I will send them a complimentary issue of the Journal.

WANTED

Wanted: KGVI and early QEII Bahamas/Jamaica postmarks. I pay good prices! Contact David Horry by email at: horry@talk21.com

BRITISH WEST INDIES STUDY CIRCLE PUBLICATIONS



NEVIS



'NEVIS – THE STAMPS AND POSTAL HISTORY (1661–1890)' by Federico Borromeo, FRPSL and Charles Freeland, FRPSL. This is the first definitive handbook on Nevis to be published since the slim booklet by Fred Melville in 1910. Despite its small size, this island has attracted collectors from the earliest days. The book traces the pre-stamp history and examines the early Nissen & Parker issues in great detail and goes on to describe the evolution of the De La Rue printings. It also includes chapters on postal stationery, revenue issues and forgeries. This book is a must for all BWI collectors.

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President's Message

By Duane Larson

When you receive this issue, there will be a little more than a month before our AGM, May 15-17, in Denver, Colorado. The Rocky Mountain Philatelic Society show is one of the premier national shows in the country and the Denver area is always worth a visit on any occasion. Formal BCPSG activities begin with a tour of the RMPL (library) Friday afternoon followed by our AGM Dinner at "Ted's," a local eatery within walking distance of the Convention Center. All members and spouses or guests are invited. Saturday, May 16, the Executive Committee will meet at 10 a.m. Any member in good standing is welcome to attend. The Annual General Membership meeting commences at 11 a.m., followed by our annual club auction at approximately 2:30 p.m. If you haven't made your room reservations yet, hotel information is available on the RMPS website: www.rockymountainstampshow.com.

This year's auction is being put together by John Seidl and promises to be full of plenty of "gems" for your collection. If you are unable to attend the auction in person, make sure to submit your mail bids soon. Look for it on our website: www.bcpsg.com.


Still available is the free electronic membership offer to all new applicants for the year 2015. This includes full membership and paperless journals delivered via email for the year. (New membership application included with last issue.)



Have you contacted your fellow Caribbean collectors who are not yet members of the BCPSG and offered them an introductory free year of membership? What a bargain ... and a way to build our membership!


I hope to see many of you at Denver in May!

THE BRITISH CARIBBEAN PHILATELIC STUDY GROUP and
THE BRITISH WEST INDIES STUDY CIRCLE



TRINIDAD
A Philatelic History to 1913

by Sir John Marriott, KCVO, RDP, FRPSL, Michael Medicott
and Reuben A. Ramkissoon, FRPSL



This book was conceived by John Marriott to follow on from his original 1962 Study Paper; unfortunately he did not live to complete the work. With the help, not only of the two co-authors, but many other Trinidad collectors, our two societies have collaborated to publish this book. As the title suggests, the book covers the Trinidad-only period before the advent of Trinidad & Tobago issues. It details all Postage Stamp issues within the period, as well as the Postal Markings; the coverage includes Postal Stationery, Postage Dues, and Revenue and Official Stamps. The final chapter examines the 'D22' markings of Ciudad Bolivar, the 'TOO LATE' marks, Ship Letters, Military Mail and many other more esoteric aspects of Trinidad philately. There are five Appendices which include a listing of Trinidad Governors and Postmasters-General, details of the printings of all the Postage Stamps as well as a census of the Lady McLeod stamp with many of these illustrated in colour. And lastly, there is a long list describing many of the early Trinidad covers, pre-1860. Price: \$70.00. BCPSG Members' Price: \$63.00

This fine book is limited to 400 copies and your individually numbered copy can be ordered from:- Edward Barrow, 16704 Briardale Road, Derwood, MD 20855, Tel:- 301-816-1157 or E-mail:- e.barrow1@gmail.com. For members in Britain or Europe, orders should be sent to David Druett, Pennyead Auctions, 1, Brewerton St., Knaresborough, N. YORKS. HG5 8AZ. Tel:- 01423 865962 or Fax:- 01423 547057 or E-mail:- Pennyead@aol.com. Or log on to www.pennyead.com, where the book can be ordered with secure credit card check out facilities.



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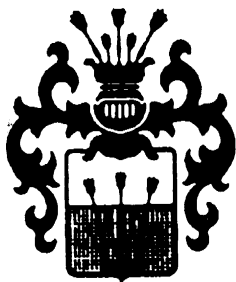
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